

Regional Transport Committee

Wednesday 5 September 2018
11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 5 September 2018 commencing at 11.00am.

Members	Councillor C S Williamson	(Committee Chairperson)
	Councillor M J McDonald	(Committee Deputy Chairperson)
	Councillor H Duynhoven	(New Plymouth District Council)
	Mayor N Volzke	(Stratford District Council)
	Mayor R Dunlop	(South Taranaki District Council)
	Ms P McLean	(NZ Transport Agency)

Apologies

Notification of Late Items

Deputation A deputation will be made to the Regional Transport Committee from Mr Darryl MacDonald, Amber and Black Quality Cars, on the matter of accidents at the SH3 Northgate/Watson Street intersection, New Plymouth.

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Regional Transport Committee - Agenda

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Agenda Memorandum

Date 5 September 2018

**Memorandum to
Chairperson and Members
Regional Transport Committee**



Subject: Confirmation of Minutes – 13 June 2018

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 2114294

Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 13 June 2018 at 11.05am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 26 June 2018.

Matters arising

Appendices

Document #2067472 – Minutes Regional Transport Committee

**Minutes of the Regional Transport Committee
Meeting of the Taranaki Regional Council,
held in the Taranaki Regional Council
Chambers, 47 Cloten Road, Stratford on
Wednesday 13 June 2018 commencing at
11.05am.**



Members	Councillor	C S Williamson	(Committee Chairperson)	
	Councillor	M J McDonald	(Committee Deputy Chairperson)	
	Councillor	H Duynhoven	(New Plymouth District Council)	
	Mayor	N Volzke	(Stratford District Council)	
	Mayor	R Dunlop	(South Taranaki District Council)	
	Mr	R Y Anson	(NZ Transport Agency)	
Attending	Councillor	M J Cloke		
	Messrs	M J Nield	(Director-Corporate Services)	
		C B Clarke	(Transport Services Manager)	
		G C Severinsen	(Policy and Strategy Manager)	
	Mrs	J Bielski	(Policy Analyst)	
	Mrs	K van Gameren	(Committee Administrator)	
	Ms	S Green	(Passenger Transport Administration Officer)	
		Messrs	C Whittleston	(New Plymouth District Council)
			S Bowden	(Stratford District Council)
			V Lim	(South Taranaki District Council)
		D Perry	(NZ Transport Agency)	
Apologies	The apology from Ms P McLean (NZ Transport Agency) was received and sustained.			
Notification of Late Items	There were no late items of general business.			

1. Confirmation of Minutes - 21 March 2018

Resolved

THAT the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and recommendations of the Regional Transport Committee meeting of the Taranaki Regional Council, held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 21 March 2018 at 11.00am.
2. notes that recommendations therein were adopted by the Taranaki Regional Council on 10 April 2018.

Duynhoven/Dunlop

Matters arising

There were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 23 April 2018 and 23 May 2018 were received and noted.
- 2.2 The matter of a replacement stock-truck effluent facility at Mt Messenger is being considered as part of the Mt Messenger to Awakino Gorge project whereby either a new location will be sought or the existing location improved.
- 2.3 Mr R I Anson, NZ Transport Agency, advised the Committee that the matter of cars for sale along Coronation Avenue, New Plymouth, is awaiting NZ Transport Agency Board approval on a nation-wide solution.

Recommended

THAT the Taranaki Regional Council

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Monday 23 April 2018
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Council Transport Advisory Group meeting held on Wednesday 23 May 2018.

Dunlop/Volzke

3. Hearing of submissions and finalising of the Regional Land Transport Plan for Taranaki 2015/16-20/21: Mid-term review for the 2018/19-20/21

- 3.1 Mr M J Nield, spoke to the memorandum:
 - to introduce submissions on the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Mid-term review for the 2018/19-20/21* period(the RLTP)
 - to hear the submitters who wish to speak to their submission
 - to make recommendations on submissions and any consequential changes to the RLTP
 - to seek endorsement of the finalised RLTP to be forwarded to the Taranaki Regional Council Ordinary Meeting on 26 June 2018.
- 3.2 Members of the Taranaki Regional Transport Committee heard from the following submitters who wish to speak to their written submission on the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Mid-term review for the 2018/19-20/21* period.

Submission No. 3	Venture Taranaki	Mr John Haycock Anne Probert
Submission No. 4	New Plymouth District Council	Mr Carl Whittleston

- 3.3 The Committee discussed on deliberation on all submissions received and made the following recommendations:

Submission No. 1 – South Taranaki District Council

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Submission No. 2 – Taranaki Regional Council

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Submission No. 3 – Venture Taranaki Trust

The Committee heard from the submitters who spoke in support of their submission to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Mid-term review for the 2018/19-20/21* period. The Committee endorsed the submitter's views regarding the importance of the *Tapuae Roa Regional Development Action Plan* (the Plan) and the linkages between the Plan and transport infrastructure in Taranaki and the potential application of the Provincial Growth Fund to support transport infrastructure growth.

The Committee discussed the comments around references to oil and gas. To recognise other key stakeholders participating in the Taranaki economy, it was agreed to amend the heading of section 2.4 to read Taranaki's Economy Oil, gas and energy.

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*
2. amends Section 2.4 of the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21*

Submission No. 4 – New Plymouth District Council

The Committee heard from the submitter who spoke in support of their submission to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Mid-term review for the 2018/19-20/21* period. The Committee endorsed the Cook Street to Banks Street (New Plymouth) connector road project noting the benefits of improved vehicle, walking and cycling access and community safety and residential development.

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Submission No. 5 – Horizons Regional Council

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Submission No. 6 – Waikato Regional Transport Committee

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Submission No. 7 – Taranaki Automobile Association

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Submission No.8 – North Taranaki Cycling Advocates

1. approves the recommendations contained in the *Mid-Term (2018) review of the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21 Summary of Submissions and Recommendations Officer Report*

Recommended

That the Taranaki Regional Council:

1. acknowledges with appreciation the input made by sector groups and individuals to the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period*
2. receives and acknowledges with thanks the submissions received on the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period*
3. adopts the recommendations contained within the attached ‘Summary of Submissions and Recommendations’ report, subject to amendments agreed to by the Committee
4. endorses the recommended changes to the *Draft Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period*, subject to any changes agreed by the Committee
5. approves the revised *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–20/21 period*
6. agrees that the revised *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–20/21 period* be sent to the New Zealand Transport Agency by the due date of 29 June 2018.

McDonald/Dunlop

4. Recent government announcements on transport funding

- 4.1 Mr M J Nield, Director-Corporate Services, updating the Committee on several submissions made in response to recent Government announcements relating to land transport funding.

Recommended

That the Taranaki Regional Council:

1. receives and notes for information purposes the submission sent to the Ministry of Transport on the *Draft Government Policy Statement on Land Transport 2018/19-2027/28*
2. receives and notes for information purposes the submission sent to the NZ Transport Agency on the *Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme*
3. receives and notes information presented on the NZ Transport Agency's *Draft Transport Investment Proposal 2018-27*.

Duynhoven/Volzke

5. New Zealand Transport Agency Regional Report

- 5.1 Mr R I Anson, NZ Transport Agency, spoke to the NZ Transport Agency's Quarterly Report to the Taranaki Regional Transport Committee updating Members on Agency news and activities.
- 5.2 A number of matters were noted and discussed by the Committee including:
 - Government Policy Statement (GPS)
 - Transport Agency Investment Proposal (TAIP)
 - National Land Transport Programme (NLTP)
 - Partnering with Local Government to deliver the NLTP and development of a working together booklet
 - Taranaki Highway Projects overview, with discussions on
 - Forgotten World Highway
 - Resurfacing Programme
 - Bell Block to Waitara
 - Okato Township SH45 - speed limit reduction and possibility of advance warning signs
 - Awakino Gorge to Mt Messenger Programme update

Recommended

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 13 June 2018.

Dunlop/Duynhoven

6. Regional Road Safety Update

- 6.1 Ms M Webby, RoadSafe Taranaki, and Snr Sgt R O'Keefe, NZ Police, provided a presentation to the Committee from the Taranaki Road Safety Action Planning Group on road safety activities in Taranaki.

Recommended

THAT the Taranaki Regional Council

1. notes and receives with thanks the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Williamson/Duynhoven

7. Tapuae Roa: Make Way for Taranaki Action Plan

- 7.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum updating Members on the official launch of the Action Plan for *Tapuae Roa: Make Way for Taranaki* and what it means for transport activities/programmes within the region.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the information presented to Members on the *Tapuae Roa: Make Way for Taranaki* Action Plan.

Volzke/McDonald

8. Passenger transport operational update for the quarter ending 31 March 2018

- 8.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services as at 31 March 2018.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 31 March 2018.

Dunlop/McDonald

9. Correspondence and information items

- 8.1 The memorandum updating Members on correspondence and information received since the last Committee meeting was noted.

Recommended

That the Taranaki Regional Council:

1. receives and notes for information purposes the submission sent to the Waikato Regional Council on their *Draft 2018 Update to the 2015 Waikato RLTP*
2. receives and notes for information purposes the correspondence forwarded to the NZ Transport Agency on the *Stock Truck effluent disposal site in North Taranaki*

3. receives and notes for information purposes the *One Network Road Classification (ONRC) Performance Measures – A General Guide* provided by the NZ Transport Agency.

Williamson/Dunlop

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 1.00pm.

Confirmed

Chairperson _____
C S Williamson

Date **5 September 2018**

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Minutes of the Regional Transport
Advisory Group**

Approved by: M J Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2081359

Purpose

The purpose of this item is to receive, for information, the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 8 August 2018.

Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 8 August 2018.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2104519: Minutes of Taranaki RTAG meeting 8 August 2018

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date **Wednesday 8 August 2018 at 10.00am**

Venue **Taranaki Regional Council, 47 Cloten Road, Stratford**

Present

Carl Whittleston (CW)	NPDC
Matt Richardson (MR)	NPDC
Richard Ashman (RA)	NZTA
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Shaun Harvey (SH)	NZTA
Wayne Wallace (WW)	NZTA
Chris Clarke (CC)	TRC
Jo Bielski (JB)	TRC
Gray Severinsen (GS)	TRC
Siubhan Green (SG)	TRC

Apologies

Paul Murphy (PM)	NZTA
David Perry (DP)	NZTA
Lance Kennedy (LK)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received and noted above.</p> <p>Welcome to Matt Richardson who will be taking over from Carl Whittleston (who is leaving NPDC).</p> <p>CW spoke about his appreciation of the support he has received from the group and introduced Matt Richardson who is taking over his role.</p> <p>CC apologised that he would have to leave the meeting early, at 11am.</p>	
2.	<p>Minutes of last meeting held on 23 May 2018</p> <p>The previous minutes of the RTAG meeting held on Wednesday 23 May 2018 were accepted as true and correct.</p> <p>Matters raised:</p> <p>JB has organised a SH3 Working Party for late October and wished to clarify who needed to attend from within WW's region.</p> <p>VL enquired as to whether there was any movement regarding fuel tax and whether other regions are considering it. None noted, no further action required.</p>	

Item	Agenda subject	Action
3.	<p>Final RLTP: Mid-term Review</p> <p>JB confirmed that the final RLTP mid-term review is completed and has been adopted.</p> <p>The committee wished to thank both JB and Fiona Ritson for all of their efforts.</p>	
4.	<p>Recent Government Announcements</p> <p>GPS and IAF have both come out.</p> <p>Key for us is waiting for the TAIP to be released on the 31st August. RTC is on the 5th Sept - a report on this matter will need to be tabled.</p> <p>JB asked, given that the GPS and RAF are now finalised, did anyone see the need for any RLTP variations? Potentially speed management. CW said NPDC councillors have voted for a comprehensive speed management review of their local roads.</p>	
5.	<p>Exchanged Funding Assistance Rates</p> <p>WW noted that those projects that are important (rated high priority) will get enhanced FAR - between base FAR and 100% depending on each AO. Low cost/low risk projects (under \$1m) aren't included.</p> <p>VL noted advanced FAR - do it now (only available for this NLTP period).</p> <p>SH noted that an end of life structure would more likely gain a high rating.</p> <p>SB suggested safety or access related projects would be key strategies on GPS - advanced FAR.</p> <p>CW confirmed the Bell Block to Waitara walkway would likely receive a high rating but needs to be listed as a separate stand-alone project.</p>	
6.	<p>RLTP Annual Monitoring Report for 2017/18</p> <p>JB still waiting for NZTA data to take the draft RLTP Annual Monitoring Report to the RTC meeting on 5th Sept - will pass on to all once received for checking.</p>	JB
7.	<p>RLTP Variation requirements</p> <p>CW noted that Kiwi Rail are designing auto gates for the Weymouth crossing. Additional passive warnings include gate dropping for an oncoming train. Asking for 100% FAR funded variation to RLTP for cycleway/rail crossing barriers.</p> <p>VL still looking to upgrade the railway crossing at Nukumar Rd. Looking to start work later this year. There was discussion around inclusion of a cost as it needs to be TIO but is not showing in RLTP.</p> <p>JB to investigate and include if necessary</p> <p>SB noted he was unable to include four projects as variations in TIO. He had uploaded the information but it didn't flow through into TIO. Projects are on the wish list but there are no costings as yet.</p>	JB

Item	Agenda subject	Action
8.	<p>Sport Taranaki's Tracks and Trails Proposals</p> <p>GS attended a Sport Taranaki meeting to discuss the Draft Tracks and Trails Strategy and potential cycle trails. It is over to authorities to determine where the routes should go, in particular Hawera to New Plymouth which is part of the NZTA safety upgrade. The budget for that length of highway is \$30-\$40m. There was discussion around this. JB noted it had been formerly determined which paper roads could be best suited. WW suggested it may fall under PGF criteria but would have to identify economic benefit. Have it in the RLTP for a cycle trail but can potentially be joint funded – NLTP and PGF.</p> <p>CW identified that it would require business case development. Need to determine who will use it, what are the targets? Is it for commuting? Will it attract tourists? Need to determine what the different drivers for the project are dependent on the desire. Proposed an application to PGF to fund the business case. It is worthwhile to incorporate it as an option for alternative routes following road closures. It was noted that only approved organisations are permitted to submit to RLTP which Sport Taranaki is not.</p>	
9.	<p>Round Table</p> <p><u>NZ Transport Agency – RA</u></p> <ul style="list-style-type: none"> • Kent Rd – Report was returned with a proposal to install a culvert extension. This option will need to be assessed to determine if this will be undertaken without disrupting the State Highway traffic. Cost around \$650k however the network team believes a skew bridge may offer the best long-term plan, allowing for waterways, climate change etc. This could be achieved with minimal disruption to road users. Opus is to produce a full report to outline the options. • The business case to implement LED lighting. Waiting for Yes/No from agency to confirm if every light will be replaced. <hr/> <p><u>South Taranaki District Council – VL</u></p> <ul style="list-style-type: none"> • Nukumaru Station Road has received resource consent. • There is a new program for reseals • Need to inspect road with contractor. • Low cost low improvement – improving network for safety. 70% of sealed road is narrow. • STDC/NPDC package program CRSP under STDC. Payment and claim to be discussed with NPDC and NZTA <hr/> <p><u>Stratford District Council – SB</u></p> <ul style="list-style-type: none"> • Attended the Whangamomona Road Action Group AGM to discuss long term options re Whangamomona Rd. Options as follows: <ol style="list-style-type: none"> 1. Do nothing 2. Council takes responsibility for upgrades/upkeep 3. Road stopping, de classify 	

Item	Agenda subject	Action
	<p>4. Combination of the above Pending workshop to be held in September. As decision has been promised at the next meeting in May 2019. SB needs clarification re direction to take. If take option 2, is NZTA contacted for assistance? Need to establish numbers but SB confirms the road is well utilised and the area generates good revenue. If the numbers stack up, the next step is to put it through council. Given that the road is for recreational use, the intention would be to clear culverts and re-metal with a general tidy up.</p> <ul style="list-style-type: none"> • Climie Road is complete. • Work is 2/3 complete in the Plateau car park on Pembroke Rd. Aiming to complete it in the spring. • No updates regarding the upgrade of Prospero Place. • Powerco are continuing with their plans to underground the overhead power lines to the Mountain House in January 2019. • UFFB are still hoping to have completed the installation of broadband in Stratford by the end of September 2018. • SB expressed further concern about the amount of logging being undertaken at this time of the year. He suggested it would be useful to be advised in advance which roads were to be used by the trucks in order that he can be proactive with ensuring they had sufficient metal etc. • There was a big slip on Matau Road which undermined the road. It took out a tree which ended up in the river. <hr/> <p><u>NZ Transport Agency - WW</u></p> <ul style="list-style-type: none"> • SH43 requires a detailed business case. Steven Barnett is looking for points of contact. <hr/> <p><u>New Plymouth District Council - CW</u></p> <ul style="list-style-type: none"> • Cars are still being sold along Coronation Avenue. There is a little bit of progress with board sign off and a template expected in August. • There was an open letter from Mayor Neil Volzke re Waitara to Bell Block and Mangamahoe • The design is nearing completion for carpark at the top of Mangorei Road to support the Pouakai Crossing. The safety aspect is also nearing an end. 	
10.	<p>JB noted that the agenda items for 13/06/2018 meeting were as follows</p> <ul style="list-style-type: none"> • Final RLTP document • RLTP Annual Monitoring Report for 2017/18 • Request to Vary the RLTP - Weymouth St rail crossing (pedestrian gates) • Recent government announcements - GPS/IAF and regional fuel tax update • Release of NLTP 2018-21 • NZTA regional report • Venture Taranaki's Tracks and Trails project update • PT Ops quarterly update to 30 Jun 2018 	

Item	Agenda subject	Action
11.	<p>General Business</p> <p>SB advised that a flood event on 18th June affected McBride’s low lying bridge. It was 3m under water. It was built in 1952 and has been underwater 26 times in one year. A willow tree came down and hit the bridge which is now bowed. He is waiting for a report to determine if the bridge is still structurally sound. SB wants to know where to from here and raised the question that this is an issue that will likely affect councils nationwide. The bridge and preceding road are owned and maintained by SDC but used by 1 farmer. It is deemed uneconomic to upgrade the bridge, NZTA will not pay as it is not viable. There is the risk of completing repairs and the same thing happening again. Options as seen are:</p> <ol style="list-style-type: none"> 1. Move the house 2. Buy owner out 3. Build the bridge at a higher level 4. Upgrade the bridge <p>CW also raised the issue of the stock truck effluent. CW noted that the Ahititi site was never built properly and fit for purpose in the first instance and that there is far more effluent than it was designed for. There is potentially 1200m³ solids per annum. Options to separate liquid from solid and transfer to a water treatment plant would cost in the region of \$3 - \$5m. Other regions need to be assessed. Is this a viable site? What other sites are available?</p> <p>VL said their site is working well, it is cleaned weekly and there is some splatter. JB indicated it is important to get the right NZTA people to attend the meeting. RA will follow this up.</p> <p>Options as seen at present:</p> <ol style="list-style-type: none"> 1. Refit the existing site 2. Establish another location <p>This then poses the question – who pays?</p> <p>JB is convening the Stock Truck Effluent Working Party meeting shortly and the effluent strategy will be reviewed.</p>	RA
12.	<p>Next Meeting</p> <p>Scheduled for 31st October 2018</p> <p>Meeting closed 12.10pm.</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTSV	Long Term Strategic View
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roading Classification
P&I	Planning & Investment section of NZTA
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Significant Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Regional Land Transport Plan for
Taranaki 2015/16-2020/21: Mid-term
Review for the 2018/19-2020/21 period**

Approved by: M J Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2081457

Purpose

The purpose of this memorandum is to complete the update of the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (the RLTP) through its *Mid-term Review for the 2018/19–2020/21 period*. Copies of the revised RLTP will be available for Members at the meeting and is also available online at:

www.trc.govt.nz/council/plans-and-reports/strategy-policy-and-plans/transport-planning-documents/

Executive summary

As Members are aware, pursuant to the *Land Transport Management Act 2003*, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* was required to have a three yearly review undertaken by the Regional Transport Committee. This resulted in the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–2020/21 period* prepared for public consultation in March/ April 2018.

At the last Regional Transport Committee meeting held on 13 June 2018, a Hearing of Submissions on the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–2020/21 period* occurred. Consequential amendments to the revised RLTP were made as a result of the Committee’s deliberations, with a referral then made to the Taranaki Regional Council’s 26 June 2018 meeting where it was given final approval.

The final *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–2020/21 period* was subsequently submitted to the NZ Transport Agency by the due date of 30 June 2018, and then released publically.

Recommendations

That the Taranaki Regional Council:

1. receives the final *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–2020/21 period* document
2. notes the evolutionary nature of the activities included in the programme component of the original *Regional Land Transport Plan for Taranaki 2015/16–2020/21*.

Background

Members will recall that the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–2020/21 period* (RLTP: Mid-term Review) was prepared in response to the requirements of the *Land Transport Management Act 2003* (LTMA).

The RLTP: Mid-term Review reiterates the strategic direction for the region's land transport system over a 30 year planning horizon, as set out in the RLTP 2015/16 - 20/21. It also confirms the short-term transport priorities over the first 10 years (including the regional programming of transport activities for funding from the National Land Transport Fund for the next 6 years), as well as identifying longer-term transport priorities for the region. Its scope includes policy and activities relating to the region's roading maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety and transport planning across the region.

Final Plan submitted to Government and released publically

A Hearing of Submissions on the *draft RLTP: Mid-term Review* was held at the Committee's previous meeting on 13 June 2018. Consequential amendments to the document were made as a result of the Committee's deliberations, with referral of the revised *RLTP: Mid-term Review* to the Taranaki Regional Council for final approval.

The *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–2020/21 period* was then approved at the 26 June 2018 meeting of the Taranaki Regional Council and submitted to the NZ Transport Agency on 29 June 2018 (via the Transport Agency's online funding management system - TIO). A hard copy was also sent via the post. A copy of the letter accompanying the Plan's submission is attached to this memorandum for the Committee's information.

The *RLTP: Mid-term Review* was then released publically, along with letters being sent to each submitter.

Changing nature of the programme component of the RLTP

Members are reminded that the activities included in the *RLTP: Mid-term Review* may be varied or withdrawn by the relevant organisation subsequent to its release, as each organisation goes through their own Long-Term Plan development processes, or if more information comes to light about a specific project. In addition to this, clarification on the details and cost estimates involved in a range of NZ Transport Agency activities are ongoing.

It is also important to remember that the development of the programme of activities component of the *RLTP: Mid-term Review* is an iterative process and given the complex nature of the activities involved is considered to be a 'snapshot in time' that will continue evolving, particularly the cost amounts attributed to the projects. While in theory there should be complete alignment between the printed *RLTP: Mid-term Review* and the TIO

submission, the reality is that there are a number of minor changes made along the way – hence the general proviso made in the LTP section of the Plan on page 24.

As noted in the letter to the NZ Transport Agency accompanying submission of the Plan, there have been subsequent amendments made to some of the activities involved in the Plan since its adoption as a draft sent out for consultation on 21 March 2018. None of these minor changes have triggered the Plan's *Significance Policy* (Section 7.4 on page 69) which would involve going back out to consultation, but have occurred as a result of the publication of the NZ Transport Agency's *Draft Transport Agency Investment Proposal* (TAIP) published in April 2018. Changes arising as a result of the draft TAIP included:

New projects: Part of Waitara to Bell Block section of works (no prioritising required)

- SH3 Waitara to Bell Block Safer Corridor
- Mangati Rd/SH3 Intersection Improvement
- SH3/Princess St Intersection Improvement
- Corbett Rd/SH3 Intersection Improvement

New projects: Allocated a Priority 5 ranking

- SH3 Inglewood to Hawera Safer Corridor
- SH3 Urenui to Uriti Safety Management

New projects: Outside the 2018/19-20/21 timeframe (i.e. don't need to be prioritised)

- SH3 Epiha Rd to Turangi Rd Safer Corridor
- SH45 New Plymouth to Hawera Safer Corridor
- SH3 Hawera to Whanganui Safer
- SH3A Bell Block to Inglewood Safer Corridor
- Noise Walls and Improvement Programme

Please note that such amendments are predominantly minor in nature and do not change any of the policies or intent of the Plan. Furthermore, the front-end of the *RLTP: Mid-term Review*, which outlines the strategic direction for regional land transport in Taranaki, will not change during the life of the Plan.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2060130: Letter to NZ Transport Agency – submission of the *Regional Land Transport Plan for Taranaki 2015/16-20/21: Mid-term Review*

29 June 2018
Document: 2060130

Parekawhia McLean
Regional Relationships Director – Central North Island
New Zealand Transport Agency
Via email to Parekawhia.McLean@nzta.govt.nz

Tēnā koe Parekawhia

Regional Land Transport Plan for Taranaki 2015/16-20/21: Mid-term Review

In accordance with the *Land Transport Management Act 2003*, the Taranaki Regional Council hereby submits a revised *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* (the RLTP) following a *Mid-term Review for the 2018/19-20/21 period*, as approved by the Taranaki Regional Council. The RLTP will be submitted electronically to the Transport Agency via the Transport Investment Online system (TIO), by the due date of 29 June 2018, with hard copies of the document itself then being supplied by post.

The Regional Transport Committee for Taranaki approved release of a draft revised RLTP 2015/16 – 20/21 for targeted public consultation in March 2018. Eight submissions were received during the 26 March to 20 April 2018 consultation period. These submissions were considered at a Hearing of Submissions held on 13 June 2018, with two of the submitters choosing to speak to their submission. The final RLTP was then approved by the Regional Transport Committee at the same meeting and approved by the Council on 26 June 2018.

The Council notes that there have been a number of subsequent amendments made to some of the activities involved in the RLTP in the period since the necessary ‘snapshot’ of the draft RLTP was taken for consultation purposes. This is particularly the case with regard to activities included in TIO after the publication of the revised *Draft Government Policy Statement on Land Transport Funding* and the new *Draft Transport Agency Investment Proposal*. It is therefore evident that in terms of activity details, the RLTP is continually evolving as each of the organisations involved are going through their own internal refinement processes.

However fundamentally the RLTP document draws the programme of activities together for the region, and clearly states the regional priorities for the period of the RLTP. However, as the Agency is aware, TIO is generally considered the most current in terms of activity details at any one time.

The revised RLTP is also available on our website (www.trc.govt.nz). If you have any queries on the Programme or would like to receive more copies please contact Jo Bielski on 06 765 7127.

Yours faithfully
BG Chamberlain
Chief Executive

A handwritten signature in blue ink, appearing to be 'BG Chamberlain', written over a faint rectangular stamp.

per: MJ Nield
Director Corporate Services

cc Ross I'Anson
New Zealand Transport Agency
Private Bag 11777
Palmerston North 4440

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Regional Land Transport Plan: Annual
Monitoring Report for 2017/18**

Approved by: M J Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2081023

Purpose

The purpose of this memorandum is to present Members with the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Annual Monitoring Report for 2017/18*.

Executive summary

The Committee is required to monitor the implementation of the *Regional Land Transport Plan* (the RLTP or the Plan). In order to provide the Committee with an overview of progress on the planned activities and projects, and how these are implementing the strategic objectives of the Plan, a summary report has been compiled from information provided by the approved organisations in the region.

The report covers the 2017/2018 financial year, being the third year of the six-year Plan that came into effect on 1 July 2015.

Recommendation

That the Taranaki Regional Council:

1. receives and adopts the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Annual Monitoring Report for 2017/18*.

Background

As Members are aware, the *Land Transport Management Act 2003* (LTMA), as amended, is the main statutory framework for land transport planning and funding in New Zealand.

The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, was developed during 2014/2015 and approved by the Council on the 7 April 2015. It came into effect on 1 July 2015.

The Plan’s role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives. The Plan therefore enables Taranaki’s approved organisations (the four councils) and the NZ Transport Agency to bid for funding for land transport activities in the Taranaki region from the Government’s National Land Transport Fund (NLTF). Based on the Plan, the Transport Agency then decides which activities it will include in the three-yearly National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.

Under the LTMA a regional land transport plan is required to include “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan” and “the measures that will be used to monitor the performance of the activities within it”.

Section 7.1 of the *RLTP 2015/16 - 2020/21* therefore states that:

Monitoring of the Plan will include gathering and reviewing information from organisations responsible for the delivery of the Plan’s programme activities. Monitoring reports will be produced annually during the period of the Plan and will include the following:

- *A high level narrative report on the implementation of the objectives in the Plan* *Section 3*
- *Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.* *Section 4*
- *A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.* *Section 5 & Appendix B*
- *Details of any plan variations approved during the year.* *Section 2.2*
- *An outline of the progress against significant activities identified in Section 5.3 of the RLTP.* *Appendix A*

References made to the right of each item note the location of this monitoring aspect within the report.

Discussion

This Annual Monitoring Report is the third for the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, and covers the period from 1 July 2017 to 30 June 2018.

- Overall, each of the Approved Organisations in Taranaki made good progress towards achieving their planned activities during the third year of the Plan.
- The most important occurrence during the year, was the continued progress made on the SH3 Awakino Gorge to Mt Messenger programme of works i.e. progress on the following three specific projects:

- A bypass of the Awakino Tunnel
- A bypass of Mt Messenger
- Corridor-wide safety and resilience improvements

In particular, the announcement of a preferred bypass route for Mt Messenger in January 2018, with subsequent Resource Management consent processes undertaken throughout the first half of 2018, has indicated the Government's support for improvement works on this route. Progress on these three projects represent significant milestones for the future of the Taranaki region.

- However, of disappointment to the region during the year was the lack of progress in implementing the Waitara - Bell Block project, which is reflected in the low spend from the Regional Improvements Activity Class.
- Two formal variations to the Plan were received and approved during the year.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2080999: *Regional Land Transport Plan 2015-21: Annual Monitoring Report for 2017/18*



**Regional Land Transport Plan for Taranaki
2015/16 – 2020/21**

**Annual Monitoring Report
for 2017/18 (Year Three)**

5 September 2018
Word document: 2080999-v1

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Key acronyms used

AC	Activity Class
AO	Approved Organisation
ARRP	Accelerated Regional Roading Package
BC	Business Case
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
RLTP	Regional Land Transport Plan
RTC	Regional Transport Committee
SDC	Stratford District Council
STDC	South Taranaki District Council
TIO	Transport Investment Online
2015/16	1 July 2015 to 30 June 2016
2016/17	1 July 2016 to 30 June 2017
2017/18	1 July 2017 to 30 June 2018

1 Introduction

1.1 Statutory framework

The *Land Transport Management Act 2003* (LTMA), as amended from time to time, is the main statutory framework for land transport planning and funding in New Zealand.

The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (the Plan or RLTP), was developed during 2014/15 and approved by Council on the 7 April 2015. It came into effect on 1 July 2015.

The Plan's role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives.

The Plan enables Taranaki's approved organisations (the four councils) and the NZ Transport Agency to bid for funding for land transport activities in the Taranaki region from the Government's National Land Transport Fund (NLTF).

Based on the Plan, the NZ Transport Agency then decides which activities it will include in the three-yearly National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.

Period covered

The Plan is a six-year document covering the six financial years from 1 July 2015 to 30 June 2021.

The focus of the Plan is on detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years (ten financial years in total from 1 July 2015 to 30 June 2024). The Plan is reviewed and new programmes of activities prepared on a three-yearly cycle, though the Plan itself has a life of six years.

Strategically, the Plan retains a longer term view over an approximately 30 year planning horizon, as the Regional Land Transport Strategy did before it.

Purpose

The purpose of the Plan is to:

- Identify the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Set out the region's land transport objectives, policies and measures for at least 10 financial years.
- List land transport activities in the region proposed for national funding during the six financial years from 1 July 2015 to 30 June 2021.
- Prioritise regionally significant activities.
- Provide a ten-year forecast of anticipated revenue and expenditure on land transport activities.

1.2 Monitoring Requirements

Under the LTMA a regional land transport plan is required to include “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan” and “the measures that will be used to monitor the performance of the activities”.

Section 7.1 of the Plan therefore stated that —

Monitoring of the Plan will include gathering and reviewing information from organisations responsible for the delivery of the Plan’s programme activities. Monitoring reports will be produced annually during the period of the Plan and will include the following:

- *A high level narrative report on the implementation of the objectives in the Plan.*
- *Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.*
- *A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.*
- *Details of any plan variations approved during the year.*
- *An outline of the progress against significant activities identified in Section 5.3.*

The following report provides an update on the *Regional Land Transport Plan for Taranaki* for the **2017/18** financial year, being the third year of the Plan.

1.3 Sources of information

The information contained in this Report was sourced primarily from staff of the NZ Transport Agency and the four Councils, along with reference to the following:

- *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
- *National Land Transport Programme for Taranaki 2015/16–2017/18*
- Transport Investment Online (TIO)

The NZ Transport Agency’s Transport Investment Online (TIO) web-based system is used by the Agency to receive and process funding applications from Approved Organisations, then measure the delivery and progress towards the completion of activities and projects listed in the RLTP by each of the three district councils and the Taranaki Regional Council. Greater detail can be found in each council’s own annual reporting against their Long Term Plans (or their equivalent in the case of the Transport Agency).

2 Changes to the Plan

2.1 Minor amendments

As with most forward planning, priorities, needs and expectations can change over the lifespan of a planning document, and the RLTP is no exception.

It is important to emphasise that while the ‘front end’ of the Plan (Sections 1 to 4 including the Strategic Direction component which specifies the objectives, policies and methods) remains as published in April 2015, the sections of the Plan involving the Programme of activities (Section 5) and related funding forecasts (Section 6) have continued to evolve post its release.

The development of the Plan is very much an iterative process and given the complex nature of the activities involved, the published Plan is considered to be a snapshot in time that will continue evolving post release. The NZ Transport Agency’s TIO system is expected to contain the most current version of the programme component of the Plan at any time.

Over the duration of the Plan, activities or projects can change, be abandoned or be added. Change requests can occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken). Unforeseen situations (such as emergency works following storm events) can also potentially require alterations to the programme of works set out in Section 5 of the Plan.

Most changes can be expected to be minor but in some cases a relatively large change (such as adding a new project) may need to be made to the programme, requiring a formal variation to the Plan.

Variations to the Plan must be requested through the Regional Transport Committee for consideration by the TRC. Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 7.4 of this Plan. It is probable that the majority of variations will not be significant.

2.2 Formal variations

Two requests were made to the Regional Transport Committee to vary the *Regional Land Transport Plan for Taranaki 2015-21* during the 2017/18 year:

Date	Org.	Project	Summary
Dec. 2017	NZTA	Investigating surfacing of State Highway 43	New project: Single Phase Business Case to determine the feasibility of surfacing the remaining 12km of SH 43
April 2018	NPDC	Upgrade of rail level crossing within the New Plymouth District	New project: for rail level crossing improvements required, focused along the New Plymouth Coastal Walkway

These requests were processed by the Regional Transport Committee, and subsequently approved by the TRC, during the year. None of these variation requests were considered to be significant according to the Council’s Significance Policy within the RLTP, therefore public consultation was not required for any of these projects to be added to the Plan.

Further details on these variations are provided at www.trc.govt.nz/buses-transport/transport-plan/finding-variations-to-plan/.

3 Progress towards strategic objectives

Section 4 of the Plan provides the strategic guidance for land transport in Taranaki, from a vision statement, through to outlining the issues and challenges Taranaki faces, along with the objectives, policies and measures (methods) identified to address those issues. The Plan notes the general strategic direction for Taranaki’s land transport system as – *Improved roading, with an increased provision for alternative modes.*

This section of the Monitoring Report provides a high level narrative on the implementation of the **objectives** of the Plan. Reference should be made to Table 1 which provides a summary of Taranaki’s land transport issues, objectives and policies, as specified in the Plan.

The 2017/18 financial year, being the third year of the six-year Plan, saw a solid continuation of progress towards implementing the Plan’s 7 strategic objectives, with activities of particular note outlined below.

Plan Objective	Implementation notes
1) An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	Cross-organisational collaborative work continued throughout the year – through informal means as well as formalised groups such as the Regional Transport Advisory Group, Public Transport Officers Group and SH3 Working Party. 2017/18 saw continued improvements to active transport mode facilities and integration, primarily through NPDC’s

	Let’s Go project and STDC’s Pathways for People activities. As part of applying the NZ Transport Agency’s required Business Case Approach, a number of stakeholder Investment Logic Mapping (ILM) workshops were held throughout the region for specific transport projects and Asset/Activity Management Plans.
2) An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	All maintenance and improvements works throughout 2017/18 sought in some way to achieve this. Strong progress on the Awakino Gorge to Mt Messenger Programme suite of works. These works are crucial to removing constraints to growth in freight, tourism and people movements along this vital inter-regional corridor.
3) A safe transport network increasingly free of death and serious injury.	This objective was a focus of many of the activities within the Plan, including the Waitara to Bell Block Route Improvements project, many Minor Improvements activities by RCAs, and the community education centred work of the Taranaki Road Safety Action Planning Group, and the Let’s Go education activities.

<p>4) A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</p>	<p>Public transport operations, including the Total Mobility Scheme for people with impairments, are a key part of achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The Let's Go activities in North Taranaki, along with the Pathways for People project in South Taranaki, saw continued improvement in walking and cycling opportunities and awareness in those communities.</p>		<p>conversion of their streetlight stock to LED's.</p>
<p>5) A land transport system that is robust, responsive to changing needs and resilient to external influences.</p>	<p>Key works during the year to improve and respond to network resilience issues included further works following the storm event of June 2015. Work continued to progress resilient access to Waiinu Beach, Waitotara Silver Fern Farms Abattoir, and the Richard Alexander Quarry, through extending Nukumarū Station Road in Waitotara.</p>	<p>7) An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.</p>	<p>Optimising funding is a key aspect of the LED Streetlight conversion projects. The SH3 north projects and the vast majority of maintenance and minor improvement works across the region are aimed at maximising efficiency and optimising existing capacity across the transport system.</p> <p>During 2017/18, there was ongoing development, including regional workshops, to embed the One Network Roding Classification (ONRC) system, and the Business Case Approach (BCA).</p>
<p>6) An energy efficient and environmentally sustainable land transport system.</p>	<p>Public transport operations are key to achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The LED Streetlight conversion projects, which continued during the year in all three districts, will also make great gains in this area. SDC has now completed the</p>		

Table 1: Summary of Taranaki's land transport issues, objectives and policies (per the RLTP 2015-21)

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of Roadsafe Taranaki.
			S4	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i>.
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	<ul style="list-style-type: none"> Optimise existing capacity in the transport network through travel demand management measures.
			A3	<ul style="list-style-type: none"> Ensure a range of travel options are available to the region's residents.
5	Ensuring network resilience and responsiveness in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences.	R1	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> Ensure transport efficiencies, promote alternative modes and manage transport demand.

#	Issues	Objectives	Ref	Policies
7	Addressing these issues in an environment of constrained funding and affordability yet rising costs.	An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	F1	<ul style="list-style-type: none"> ▪ Maximise efficiency and optimisation of existing capacity across the transport system.
			F2	<ul style="list-style-type: none"> ▪ Adopt a level of service (road classification) management approach.

DRAFT

4 Progress on delivering planned activities

DRAFT

This section of the Monitoring Report outlines progress made by each of Taranaki's Approved Organisations (AO) in delivering their programmed activities and projects listed in the RLTP. The information has been supplied by each AO in the region, with the intention being to provide an overview of the works programme undertaken. The AOs in Taranaki are the: New Plymouth District Council, Stratford District Council, South Taranaki District Council, Taranaki Regional Council and New Zealand Transport Agency (Highways and Network Operations).

Summaries of progress on activities that were considered regionally significant are provided in tabular form in Appendix B, for ease of comparison to the way these were structured in (Section 5.3 of) the Plan.

Other activities, largely those considered as 'business as usual' such as maintenance and minor improvements, are outlined by organisation below.

4.1 New Plymouth District Council

Maintenance, Operations and Renewals

NPDC achieved 98% expenditure in its maintenance operations and renewals programme for the year. 84 km of roads were resurfaced for \$2.9 million as part of those works. This caught up on reseals that NPDC had been unable to complete in the 16/17 resurfacing season. The programmed rehabilitations were completed through Fitzroy on Devon Street East and on Inland North Road and Manutahi Roads.

There is still one site remaining for repair from the significant flood event of 19-20 June 2015 i.e. the box culvert replacement on Otaraoa Road at Tikorangi Road which has been designed and consented and set for completion early in 18/19.



Minor Improvements

The funds in this category were well spent on a variety of projects throughout the district. A section of Mangorei Road was widened to two lanes, through a cutting on a corner which was an identified crash risk. The one lane section of Hurford Road was also widened and had some curve realignments implemented.

Two steel Armco culverts were installed on Mangatoro Road and Okau Road.

Construction was completed for a shared pathway and traffic management improvements outside Woodleigh School.



Projects

The LED Streetlight conversion programme continued with 2180 lights being installed and procurement underway for the LED light replacement on collector and arterial roads.

Let's Go (the NPDC's Model walking and cycling community's ongoing initiative) completed Cyclist Skills and Scooter Skills delivery to 2,843 Primary School students, with over 25,018 students having now received cyclist and scooter skills training to date. Let's Go is working intensively with 25 schools on travel planning. Construction was also completed for the Coronation Ave Walking and Cycling project.

4.2 Stratford District Council

Maintenance, Operations and Renewals

For the 2017/18 year Stratford District Council spent 92% of its total approved allocation for the one year period. The main areas of attention were on sealed pavement maintenance, routine drainage maintenance, environmental maintenance and minor events following ex-Cyclone Gita and numerous heavy rainfall events throughout the year. The sum total for these four activities was in the order of \$1.37m or 61% of the approved allocation for operational activities.

Forestry harvesting continues to ravage the unsealed Roding network within the Stratford District. For example Soldiers Road, Kupe Road, Manu Road, Mt Damper Road, and Douglas North Road have all suffered from on-going forestry activity throughout the year and more worryingly, through a wet winter period. This has led to extensive repairs being undertaken to these roads, including dig-outs for soft

spots, application of maintenance metal and (just recently - July) a re-application of Polycom to hold the roads together for the remainder of winter.

All other routine maintenance of the roading network has been completed for the year.

Annual reseal and pavement rehabilitation programmes were completed as planned. Another 1km length of Beaconsfield Road was strengthened during the summer months, photograph below.



Another pavement rehabilitation project was Climie Road, as shown in the photograph above. Both of these roads are used extensively by HCV's. Beaconsfield Road is used extensively by logging trucks heading north to New Plymouth from the eastern hill country, whereas Climie Road is used by High Productivity Motor Vehicles (HPMV's) heading west from SH3 towards Opunake, as Climie Road is a short cut to avoid Stratford.

Minor Improvements

Re-alignment of a 65km/h bend on Palmer Road has been completed this year. This particular corner has seen many 'damage only' crashes occurring with vehicles coming to a stop in the adjoining landowner's paddock. Upon further investigation there was an adverse camber around the curve, and insufficient road width for this HPMV approved route. The remedial treatment was to widen the road and build super-elevation around the curve.



Later in the year SDC were given approval to commence on the upgrade of the Plateau carpark on Pembroke Road. This involved the

construction of a concrete footpath around the perimeter of the carpark, placing rocks to control surface water run-off and sealing of the carpark surface. Unfortunately, the cold weather beat us, resulting in the carpark not being sealed. This will be undertaken later this year, when weather conditions are more suitable for sealing.



Projects

By the end of June 2018 Stratford District Council had installed 751 out of 755 SON streetlights within Stratford. There may be the odd one or two that remain and these will be changed once an audit of Stratford and Midhirst is completed.

Replacement of the kerb, channel and footpath, and water main in Achilles Street is at 80% by the end of June 2018. Residential properties are currently being connected to the new water main and once completed, the remaining 100m of kerb, channel and footpath can be removed.

With Ultra Fast Fibre Broadband commencing the installation of the fibre broadband network in Stratford in August 2017, SDC's footpath replacement programme was put on hold, pending UFFB's completion, which is due at the end of September 2018.

4.3 South Taranaki District Council

The South Taranaki District Council (STDC) completed its land transport programme for the 2017/18 financial year (i.e. third year) spending an average of 99.5% of its approved budget on maintenance, renewal and minor improvement works. There was one major storm event for the year - costing \$230,000. The Nukumarū Station Road extension has also



recently been granted resource consent, with the physical work therefore carrying over into the 2018/19 year.

Maintenance, Operations and Renewals

General Maintenance

The expenditure on general maintenance work involving sealed and unsealed pavement repair, drainage, traffic services, vegetation, cycleway and minor events were more than budget. Total expenditure was \$7,450,326 with an approved budget of \$6,884,062. Achievement was 108%.

Renewals

Roads upgraded were Whenuku, McAlphine, Mid Parihaka, Watino, Arawhata, Skeet Rowan, Tempsky and Lower Newall Roads. A total length of 10.12km of road was upgraded at a total cost of \$2.2 million.

The annual reseal completed was a total length of 89.8km over 512,000m². The programme was to complete to at least 500,00m². The total cost for the annual reseal was \$2.06 million.

Bridge No. 160 on Eltham road was replaced in 2017/18.

Total expenditure on renewals work was \$6,078,771, which is slightly lower than the approved budget of \$6,709,933. Achievement was only 90.6 %.

Minor Improvements

Minor improvements carried out for the year were as follows:

Intervention Type	Cost
Efficiency improvements	\$100,000
Minor geometric improvements	\$696,300
Seal widening	\$180,000
Total	\$976,300

Total expenditure on minor improvement work was \$994,385, (including consultant's fees) which is within the approved budget of \$1,046,546. Achievement was 95%.

Projects (Improvement of Local Roads)

Street Lighting (LED conversion project)

Street lights have been programmed to be upgraded to LED. The STDC has purchased an additional 200-29W LED street lights to replace the previous 150W Sodium lights. Total cost expended was \$479,921 for 2017/18. The total number of LED conversion completed to date is 1,800 which represents 83% of the total streetlights. The rest of the streetlight conversions are being programmed for 2018/19.

Community Road Safety Programme

The priority programmes delivered for the year by Roadsafet Taranaki on behalf of the region are as follows:

High priority (cost \$192,200):

- Young drivers:

1. Driver license programmes held (Waitara, Marfell, Taranaki Young Peoples Trust, Ngaruahine Trust Manaia, Blue Light Central & South Taranaki)
 2. Advanced driving course (Hawera venue) - 120 participants (88 Learner & 28 Restricted).
- Speed:
 1. Radio & newspaper segments targeting safe speeds around schools & school buses
 2. Agricultural & Pastoral shows at Stratford and Hawera targeting rural driver and safe speed.
 - Alcohol:
 1. SADD support in schools – plus providing for 24 students to attend SADD 3 day National conference
 2. Tamati Paul visit to high schools and sports clubs
 3. Recidivist drink driving programme planning and planning for future deliveries.
 - Roads and Roadsides:
 1. Commissioned local engineering firm to design & build wheel to be used as promotion at key locations with intersection and roundabout messaging
 2. Seasonal campaign targeting 'driver during change of daylight saving' - with reminder to turn lights on and get tyres/car checked.

- Motorcycles:
 1. Utilise local instructors to deliver basis review of skills - with Ride Forever trainer coming in at lunchtimes to give update on Ride Forever opportunities.

Medium Priority (cost \$68,500):

- Distractions
- Restraints
- Walking and Cycling

Total expenditure was \$260,704 which is within the budget of \$343,500. Unspent budget will be declared surplus.

4.4 NZ Transport Agency System Design & Delivery (SD&D)

Maintenance, Operations and Renewals

In the 2017/18 year the following **maintenance activities** were completed:

- 31.5km of chipseal road resurfacing was completed at a cost of \$1,325,971.
- 3km of road reconstruction was completed at a cost of \$2,886,265.
- A total of 11.7 lane km of road surface was treated to improve skid resistance at a cost of \$317,870.

Low Cost/Low Risk Improvements

The following provides a summary of the **safety projects** throughout the Taranaki region for 2017/18:

- The NZ Transport Agency completed 15 Low Cost/Low Risk Projects for a total spend of \$2,992,000, including completion of some projects from the 2016-17 financial year and starting some which will be completed in during 2018-19.
- Key Low Cost/Low Risk projects from 2017-18 include:
 - Consultation and draft design for the Moturoa Shopping Centre pedestrian improvements. NZTA are currently working on procurement of the physical infrastructure.
 - Two crash reduction studies - SH3 Waitara to Mount Messenger and SH3 Hawera to southern boundary. These complete the review of the Taranaki road network.
 - Completion of SH43 marking and delineation improvements.

Projects

The following provides a summary of the status of **projects** throughout the Taranaki region for 2017/18:

- SH3 Normanby Overbridge Realignment was completed in February 2017, providing a new rail under pass and new road alignment, moving the road away from the high accident area north of Normanby.
- SH3 Mt Messenger and Awakino Gorge corridor. In January 2016, Prime Minister John Key announced funding of \$115 million to accelerate this project as part of the Accelerated Regional Rooding Programme. The programme consists of three projects.

- Mt Messenger bypass
- SH3 corridor safety improvements
- Awakino tunnel bypass

The preferred route for the Mt Messenger Bypass was announced on 31 August 2017. The bypass is 5.2km long with additional work at the southern end creating about 6km of improvements. It is located east of the existing highway. The route includes a tunnel, and a bridge over a significant wetland area. Resource consent hearings were held at NPDC over the first two weeks of August 2018.

- LED lighting upgrade: NZTA has submitted a funding request for the upgrade of all State Highway street lights to LED. Funding application is for \$1.9 million.
- SH3 Bell Block to Waitara project: has been designed, with the Detailed Business Case (DBC) currently being finalised. The design includes centreline and side barriers, widening and roundabouts at key intersections.
- Emergency Works sites following June 2015 severe weather event: 12 sites have been completed. Physical construction underway on 1 site. Geotechnical and design works being completed on 2 sites. Remaining sites are in the Ruapehu District section of SH43 and will be completed in 2018/19 financial year.
- SH43 Hospital Hill: SH43 reduced to 1 lane as slip has undercut footpath. Geotechnical investigations and design process underway to determine cause and options for repair for under-slip on SH43 / Kururau Rd – Hospital Hill. Emergency access for emergency services has been prepared via private land / RDC road - if required.

4.5 Taranaki Regional Council – Regional Transport Planning

The Taranaki Regional Council (TRC) continued to be active during the year on a wide range of land transport planning and associated advocacy, liaison and collaborative activities to advance the land transport needs of the region. Key activities undertaken during 2017/18 included:

- The TRC oversaw implementation of its *Regional Land Transport Plan 2015-2021* which was adopted in April 2015 following consultation with the Taranaki community.
- Two minor variation requests to the Plan were received and processed by Council during the year (refer to Section 2).
- A Mid-term Review (for the 2018/19 – 2020/21 period) of the *Regional Land Transport Plan 2015-2021* commenced during the 2017/18 year (as required by the Land Transport Management Act 2003), with a draft document consulted on during March/April 2018.
- The TRC, with much success, continued its strong advocacy on many fronts with respect to its land transport activities — particularly with regard to securing central government investment in regionally important state highway improvements as follows:
 - Work continued on progressing SH3 Awakino Gorge to Mt Messenger Programme (estimated to be between \$114-135M). The Council, through the Regional Transport Committee and as a participant in the State Highway 3 Working Party, continued to engage with the NZ Transport Agency on the options being considered for three projects within this Programme:

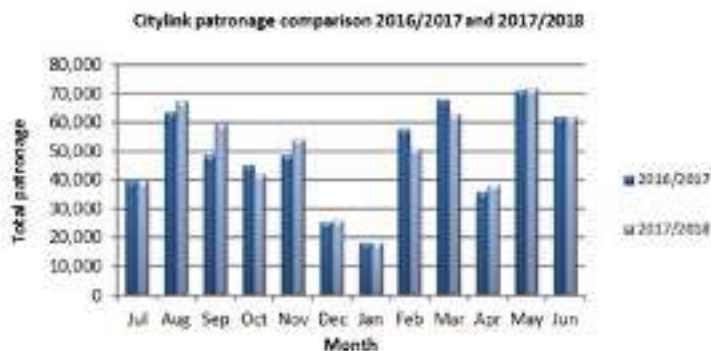
1. Mt Messenger Bypass project – consenting process under way for the preferred route (construction planned to start late 2018, with completion anticipated to be 2021).
 2. Awakino Tunnel Bypass project – on track for construction to start October 2018, with completion anticipated to be 2020.
 3. SH3 safety and resilience improvement project – continued during the year.
- Continued support for the prioritisation of a stock truck effluent disposal site being constructed on SH3 near Pio Pio and a replacement site in the Mt Messenger vicinity which addresses the capacity needs of the Ahititi stock truck disposal site.
 - Specific advocacy work continues to secure improvements to the Forgotten World Highway (SH43), including sealing of the remaining 12 Kilometre section of unsealed state highway.
- Formal submissions in 2017/18 were made on the:
 - short-list of options being considered for the SH3 Awakino Gorge to Mt Messenger Programme (on behalf of the SH3 Working Party)
 - NZ Transport Agency's draft *State Highway Investment Proposal* (SHIP 2018)
 - *Taranaki Regional Economic Development Strategy* – feedback on potential projects for inclusion
 - NZ Transport Agency's draft *Long Term Strategic View*
 - Mt Messenger Bypass project – on behalf of the SH3 Working Party
 - Waikato Regional Council's draft *2018 Update to the 2015 Waikato Regional Land Transport Plan*
 - Ministry of Transport's draft *Government Policy Statement on Land Transport 2018/19-2027/28* (GPS 2018)
 - NZ Transport Agency's draft *Investment Assessment Framework for the 2018-21 National Land Transport Programme* (IAF 2018).
 - The TRC's support of the inter-regional cross-sector State Highway 3 Working Party continues to see relationships between the member organisations strengthen, in particular the relationship with the Waikato Regional Council. The Mt Messenger and Awakino Tunnel bypass projects reflects the value of working collaboratively on land transport issues – no meetings were held during the 2017/18 year due to the consenting process timeframes for the Mt Messenger Bypass project.
 - The TRC was also involved in a number of other land transport planning matters ranging from correspondence on suggested areas for minor safety improvements (noting that Waitara to Bell Block is still the number one priority) to support for the Government's Mobile Black Spot Fund.
 - The Council's *Regional Public Transport Plan (RPTP) for Taranaki 2014-2024* remained operative throughout the year. The RPTP describes the public transport services the Council proposes to provide in the region, and sets out a programme of action and associated policies. 2017/18 saw the continuation of all the region's public transport services, as outlined below.

4.6 Taranaki Regional Council – Public Transport

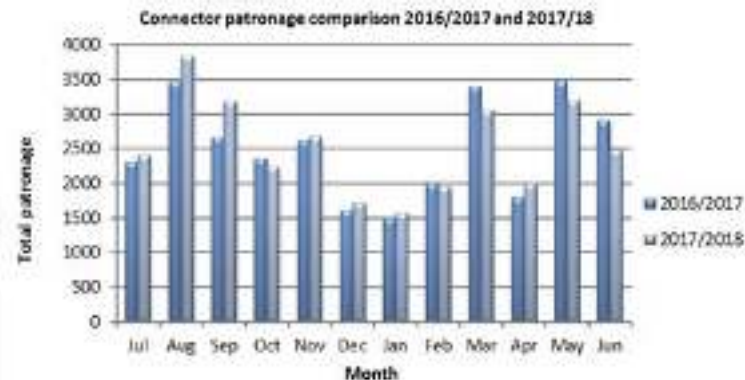
Citylink

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network recorded patronage of 591,492, an increase of 1.7% (equivalent to 9,686 trips) in 2017/18.

Patronage results were: Seniors/SG Card patronage up 2% (or 1,155 trips), Child/Student up 1% (or 3,719 trips), Transfers up 21% (or 14,051



Patronage results were: Adults up 36% (or 995 trips), TDHB up 1% (50 trips) and Seniors/SG Card up 21% (or 563 trips). Access patronage was down 7% (or 16 trips), Community Services Card holders down 9% or (303 trips), Tertiary down 10% (or 241 trips), Child down 4% (or 21 trips), school students attending training down 12% (or 404 trips) and WITT students down 4% (or 388).



trips), Adult patronage down 2% (or 646 trips), Community Service Card holders down 7% (or 4,088 trips), Tertiary down 5% (or 236 trips) and WITT down 15% (or 4,172).

Connector

The Connector (Hawera to New Plymouth) bus service recorded patronage of 30,303 in 2017/18, an increase of 0.8% (equivalent to 232 trips).

Southlink

Two of the Southlink once-a-week services recorded a drop in patronage compared to 2016/2017. The Opunake-Hawera service recorded a minor increase in patronage. The results are shown in Table 2.

Table 2: Southlink services patronage 2017/18

Bus service	Patronage	% change from 2016/2017
Waverley-Patea-Hawera	1,223	-13%
Opunake-Hawera (including Manaia-Hawera)	720	-30%
Opunake-New Plymouth	898	5%

The change in patronage is detailed below:

- Waverley-Patea-Hawera patronage was down 13% (or 182 trips from the 1,405 trips in 2016/2017): compared to last year Adult patronage was down 28% (or 154 trips), SuperGold was down 4% (or 33 trips) and fare paying Child was down 8% (or 1 trip).
- Opunake-Hawera (including Manaia-Hawera) patronage was down 30% (or 307 trips) on 2016/2017: compared to last year, Adult patronage was down 39% (or 133 trips), SuperGold down 15% (or 83 trips) and fare paying Child down 59% (or 19 trips).
- Patronage for the Opunake-New Plymouth service was up 5% (or 46 trips): compared to last year Adult patronage was up 18% (or 41 trips), fare paying Child up 154% (or 74 trips), while SuperGold was down 12% (or 41 trips).

Table 3: Regional bus service performance measured by patronage

Bus service	2013/14	2014/15	2015/16	2016/17	2017/18
New Plymouth 'Citylink' network	578,396	582,357	570,616	581,456	591,142
Opunake to Hawera service	1,320	1,019	1,027	1,027	720
Opunake to New Plymouth service	1,564	1,168	1,038	852	898
Waverley to Hawera service	1,898	1,762	1,515	1,405	1,223
Hawera to New Plymouth 'Connector' service	0	0	31,407	30,071	30,303
Regional total	584,371	586,306	605,603	614,811	624,286

Source: Passenger boardings compiled from TRC's annual achievement return for passenger transport.

General matters

- Free off-peak travel for all SuperGold Card holders was available on all regional public transport services. SuperGold Card trips on all services totalled 56,326, up 2% on the 55,217 trips recorded in 2016/17. SuperGold Card patronage accounts for 9% of all patronage across all services.
- The region's farebox recovery level (i.e. the level of revenue from fares), and an indicator of the efficiency of the Council's bus networks, was 38.6% in 2017/18. This was down 1.2% from 39.8% in 2016/17.
- The Commerciality Ratio for the region was 40%, down 1% on the 41% reported in 2016/17. This is a financial calculation that measures performance by assessing the proportion of revenue generated by

public transport users against the cost of providing the services. The Commerciality Ratio per service is shown in Table 4.

Table 4: Public transport services Commerciality Ratio league table for 2017/18 and 2016/17

Bus service	2017/18	2016/17
Hawera to New Plymouth 'Connector'	60.6%	59.4%
New Plymouth, 'Citylink network'	37.9%	39.2%
Waverley/Hawera	31%	43.7%
Opunake/New Plymouth	15%	14.1%
Opunake/Hawera	10.4%	15.1%

Total Mobility

Total Mobility services continued to be provided throughout the region. Client numbers were 1,547 at year end, up from 1,421 in 2016/17. Total trips numbered 44,098, up 14.6% from 38,477 trips in 2016/17. This was the first increase following eleven years of trip numbers declining year on year.

The new National Total Mobility Administration System (NTMAS), which went live on Monday 31 July 2017, has proven very successful. The magnetic stripe/ID card has made recording trip data for clients and transport providers much easier than the previous paper vouchers. The system has also provided much richer data for checking and analysing use.

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Of the 6,910 trips recorded, 5,436 (or 79%) involved wheelchair users. These figures compare to 2016/17; of 6,850 trips, 4,960 (or 72%) involved wheelchair users.



5 Expenditure

This section of the Monitoring Report focuses on **expenditure** to implement the works in the Programme of Activities outlined in Section 5 of the Plan.

A table is provided in Appendix B showing the breakdown of expenditure in the region by Activity Class and Organisation for 2017/18. It sets out the anticipated expenditure for the first three years of the Plan as requested in the RLTP, and the total expenditure that was actually approved as identified in the *NLTP 2015-18* (and subsequent variations). It notes what was spent during the first, second and third years of the Plan, and the resulting proportion of approved expenditure spent at the conclusion of the third financial year.

The figures were provided by staff of the NZ Transport Agency with reference to TIO. When viewing this data, reference should also be made to summaries provided by each organisation in Section 4.

The financial overview information provided in Appendix B demonstrates that overall, the Approved Organisations have spent a total of 85.6% of their approved NLTP 2015-18 3-year allocation.

The following provides an explanation on those Activity Classes which, in terms of proportion of spending of approved expenditure, are significantly less than or greater than the total 3-year approved allocation of spending:

- **Investment Management** — the seeming underspend by NPDC is simply a reflection of the difficulties in timing between LTP and RLTP processes. The allocated funding is for investigation into a second crossing of the Waiwhakaiho River, which though put forward for the RLTP, did not make it into NPDC's LTP, so no local share has been available during the three year period of the RLTP.

It is hoped that local share may be approved in future so that this resilience project can proceed. The underspend in this Activity Class by the NZ Transport Agency is due to timing – activities have not been progressed quickly enough to request funding from the activity class within the year.

- **Walking and Cycling Improvements** – activities progressed as planned, with significant expenditure by NPDC in their third year of this RLTP period.
- **Public Transport** – the underspend in this Activity Class by the TRC is due primarily to the delay in implementation of the Regional Consortium Interim Ticketing Solution project. There has also been less growth in SuperGold Card patronage over the 3 year RLTP period than originally anticipated.
- **Local Road Improvements** — at the time of preparing the RLTP, the LED Streetlight upgrade programme was not included under this Activity Class, which accounts for sizeable differences between amounts requested relative to amounts approved.
- **State Highway Improvements** — the majority of the difference between the Anticipated 3-year expenditure (\$20.3m) and Approved expenditure (\$46.9m) figures is attributable to Accelerated Regional Roding Programme projects. At the time of preparing the RLTP, the SH3 north project (now projects) in particular were at such an early stage in their development that there was simply insufficient information available on costings and timings to include any more than notional figures within the Plan.
- **Regional Improvements** — activities are funded through this Activity Class only if assigned funding by the NZ Transport Agency during the moderation processes of the National Land Transport Programme. Hence Anticipated Expenditure for this was of necessity shown as zero within the RLTP, even though the region

noted specifically that it wished to be considered for this funding source. The \$7.8m showing as approved under the Regional Improvements Activity Class for this NLTP period is for the Waitara to Bell Block Route Improvements. Only 2.4% of the approved amount was spent by the end of the second year due to the timing and progress of the business cases and projects put forward for funding. Nothing was spent in the third RLTP year.

DRAFT

6 Summary

This Annual Monitoring Report is the third for the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21*, and covers the period from 1 July 2017 to 30 June 2018.

Overall, each of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the third year of the Plan. This was in spite of ongoing impacts from the major storm and flood event in late June 2015, and continued wet weather events during the winter months.

The particularly important occurrence during the year, was the continued progress made on the SH3 Awakino Gorge to Mt Messenger programme of works i.e. progress on the following three specific projects:

- A bypass of the Awakino Tunnel
- A bypass of Mt Messenger
- Corridor-wide safety and resilience improvements

In particular, the announcement of a preferred bypass route for Mt Messenger in January 2018, with subsequent Resource Management consent processes undertaken throughout the first half of 2018, has indicated the Government's support for improvement works on this route. Progress on these three projects represent significant milestones for the future of the Taranaki region.

However, of disappointment to the region during the year was the lack of progress made in implementation of the Waitara to Bell Block project, which is reflected in the low spend from the Regional Improvements Activity Class.

Two formal variations to the Plan were received and approved during the year.

Appendix A — Outline of progress on regionally significant activities

Project	Org.	Phase(s), expected timeframes & funding sources	Regional Priority	Link to policies ¹	Outline of progress during 2017/18 financial year
SH3 Normanby Overbridge Realignment Improve the geometry and construct a new 'rail over road' crossing as a replacement for a 'road over rail' bridge. Route shortening and removal of low speed narrow bridge will increase efficiency of highway and improve road safety.	NZTA	<ul style="list-style-type: none"> Construction commencing Feb2015 (24 months) C Funds (ARRP) State Highway Improvements AC 	NA (ARRP)	G1, G2, G3, S1, S3, S4, R1, R2, F1	The Project was completed in February 2017 and was officially opened by the Minister of Transport. Cultural items to be installed in late 2017.
SH3 Mt Messenger to Awakino Gorge Corridor <i>Joint project with Waikato, led by NZTA's Hamilton office</i> A programme of short to long-term interventions to deliver freight efficiency and resilience on SH3. The characteristics of the route fail to meet the requirements of a 'strategic route' in predictability and reliability of journey time, safety and productivity. The Programme Business Case will include a literature review of all previous studies undertaken on this route. The exact section of SH3 involved is yet to be set, but will be wider in scope than simply between Mt Messenger and Awakino Gorge.	NZTA	<ul style="list-style-type: none"> Programme BC (investigation) commenced in Nov2014 (8 months) Will proceed to design and construction if the investigation findings are approved by the Minister, following an assessment against the IAF 2015. C Funds (ARRP) and N Funds State Highway Improvements AC 	NA (ARRP)	G1, G2, G3, S1, S3, S4, A1, R1, R2, F1	Work on early SH3 safety improvements got underway last year. In April 2017 a bypass route of the Awakino Tunnel was announced.
Waitara to Bell Block Route Improvements This project will investigate and implement the preferred safety improvements identified in the Programme Business Case for this section of SH3 between Waitara to Bell Block. Part of the National Roads and Roadsides programme.	NZTA	<ul style="list-style-type: none"> Indicative BC onward N Funds State Highway Improvements AC 	1	G1, S1, S3, S4, F1	DBC with application for funding to be submitted September 2018.
Hawera to New Plymouth (NRR55) Investigate options for improving safety including to improve freight efficiency and resilience on this section of SH3 between Hawera to New Plymouth.	NZTA	<ul style="list-style-type: none"> Programme BC N Funds Jul2015 (12) Investment Management 	2	S1, S4, S3, R1	A Strategic Business Case was completed for this section of SH3, with a recommendation to advance to a detailed business case.
Let's Go - Education and Encouragement Educate and encourage residents of New Plymouth to use alternative active modes of transport for commuting to work, school, create safer shared roads and pathways that ultimately lead to healthier lifestyles. Activities to include; cycle skills training, walk/cycle route map production, support to advocacy groups, design and a need for the implementation of school and workplace travel plans. Active transport safety initiatives will increase the road capacity during the peak hour periods of the day.	NPDC	<ul style="list-style-type: none"> Implementation N & L Funds Jul2015 (36) Walking & Cycling Improvements AC 	3	S1, S2, S3, S4	Let's Go, the NPDC's Model walking and cycling community's ongoing initiative, completed Cyclist Skills and Scooter Skills delivery to 2,843 Primary School students, with over 25,018 students having now received cyclist and scooter skills training to date. Let's Go is working intensively with 25 schools on travel planning.
Hawera to New Plymouth 'Connector' bus service Funding of regional daily bus service along SH3 connecting north and south Taranaki. Part of Minor Improvements to public transport (PT) services.	TRC	<ul style="list-style-type: none"> PT Improvements N & L Funds Public Transport AC 	4	A1, A2, A3, E1	2017/18 saw an increase in patronage of just 0.8%. Patronage growth occurred in three passenger categories, these being Adult, SuperGold Card/Seniors, with TDHB patronage up slightly at 1%. All other categories decreased. The financial performance of the service remained high with the farebox recovery ratio increasing 1.6% for 2017/18 to 60.6%.
Taranaki Road Safety Promotion 2015-18 To reduce serious and fatal crashes in our region.	STDC	<ul style="list-style-type: none"> CRSP 15-18 N & L Funds Jul2015 (72) Road Safety Promotion AC 	5	S1, S2, S3, S4	Major focus areas for this year were: young drivers, speed, alcohol, roads and roadsides, and motorcycles. Will continue to build on these projects.
Bridge Replacement Programme – New Plymouth District This is for the demolition or strengthening or posting of the bridge on Old Mountain Rd. Other structures included are: three Armcu culverts on Okau Rd, a concrete arch bridge on Korito Rd, a composite beam and slab over the railway line on Devon St East, and an Armcu culvert on Piko Rd.	NPDC	<ul style="list-style-type: none"> Construction N & L Funds Jul2015 (72) Local Road Improvements AC 	6	S1, R1	Devon Street East bridge will only require heavy maintenance after a re-assessment and Armcu culvert replacements were completed in 17/18. Old Mountain Road Bridge will remain a posted bridge for the foreseeable future.
Bridge Replacement 2015/16 – Stratford District Replacement of a bridge (Ahuroa 0002/0033) that has reached the end of its service life, in order to maintain access to the SDC road network.	SDC	<ul style="list-style-type: none"> Design, Construction N & L Funds Jul2015 (6) Local Road Improvements AC 	6	R1, R2	Construction of the new bridge/culvert was completed in May 2016. Culvert has been replaced with a pre-cast concrete box culvert.
Second Road Crossing of the Waiwhakaho River This strategic study will investigate the options to provide a second road crossing of the Waiwhakaho River once the traffic generation reaches a level that SH3 can no longer sustain.	NPDC	<ul style="list-style-type: none"> Early Planning Stages N & L Funds Jul2015 (36) Investment Management AC 	7	G1, R1	Strategic BC being undertaken in-house. This programme business case and modelling work has been included in the 2018-2028 LTP projects by council.
LED Streetlight Conversion - New Plymouth District To convert the existing SOX/SON streetlight stock to LED streetlights. Reducing maintenance and renewal costs, including power charges, over a ten-year period. The savings made are expected to be recovered in the period to offset the investment required.	NPDC	<ul style="list-style-type: none"> Construction N & L Funds Jul2015 (60) Local Road Improvements AC 	8	E1, F1	The LED Streetlight conversion programme continued with 2180 lights being installed and procurement underway for the LED light replacement on collector and arterial roads.
LED Streetlight Conversion - Stratford District To convert the existing SOX/SON streetlight stock to LED streetlights.	SDC	<ul style="list-style-type: none"> Construction N & L Funds Jul 2015 (12) Local Road Improvements AC 	8	E1, F1	751 LED's have been installed up to 30 June 2018.
LED Streetlight Conversion - South Taranaki District To convert the existing SOX/SON streetlight stock to LED streetlights.	STDC	<ul style="list-style-type: none"> Construction N & L Funds Jul 2015 (36) Local Road Improvements AC 	8	E1, F1	LED lights purchased in collaboration with SDC. Installation rolls out from August 2016. The LED conversion programme is 83% completed. The programme will be carry over to 2018/19 for completion.
South Taranaki Walking and Cycling STDC is carrying out a district-wide programme to provide walking and cycling pathways linking the urban township to places of work and interest. There are over 40 individual walking and cycling projects that have been identified by STDC in collaboration and consultation with iwi, general public and interested parties.	STDC	<ul style="list-style-type: none"> Construction N & L Funds Jul2015 (72) Walking & Cycling Improvements AC 	9	I1, I2, A3, E1	Construction of the first of STDC's 'Pathways for People' programme commenced in 2015/16. The first and 2nd stage, Denby Road pathway, was completed in November 2016 and October 2017 respectively. It will form a loop with Manawapou Road and will also connect to Nowell's Lake.
Let's Go - Infrastructure Construction NPDC's cycling strategy has identified 500 sections of the roading network where no cycle facilities exist. This work is for the continuation of the Model Communities programme which has been implemented very successfully since 2010.	NPDC NZTA	<ul style="list-style-type: none"> Construction Jul2015 (36) Walking & Cycling Improvements AC 	9	S1, S2, S3, S4	Coronation Ave walking and cycling improvements were completed in 2017/18. Commenced construction on Devon Street West and Devon Road improvements that are part of SH walking and cycling improvements.

Projects included in the RLTP as a result of a Plan Variation

¹ Refer to Table 1 for an explanation of the abbreviations used in this column for regional policies

Regional Transport Committee - Regional Land Transport Plan: Annual Monitoring Report for 2017/18

Project	Org.	Phase(s), expected timeframes & funding sources	Regional Priority	Link to policies ¹	Outline of progress during 2017/18 financial year
<p>SH3 Mt Messenger Bypass <i>First variation to published Plan - 2015/16</i> Bypass of the existing winding road alignment of Mt Messenger on SH3 (to the south of Ahititi in northern Taranaki). Project aims to improve safety, route availability, journey time predictability and drivers' experience along this key inter-regional transport corridor.</p>	NZTA	<ul style="list-style-type: none"> Consenting underway, progressing with Design then Construction State Highway Improvements AC 	NA Variation	G1, G2, G3, S1, S3, S4, A1, R1, R2, F1	A preferred route for the Mt Messenger bypass was selected in August 2017 with additional funding was through the National Land Transport Programme 2015-17. Design and consenting work is progressing ahead of construction, which is expected to occur during 2018 to 2020. The project is preparing to lodge consent applications with construction expected to occur during 2018 to 2021.
<p><i>Second variation to published Plan - 2016/17</i> In late January 2016 additional accelerated funding for the Mt Messenger Bypass on State Highway 3 were announced. NZTA therefore lodged a request to vary the Plan with this new project covering the further investigation, design and construction of the Bypass. The investigation phase of the project was anticipated to start in 2015/16, with construction of the bypass to start in 2018/19 for an expected duration of 24 months.</p>	NZTA	<ul style="list-style-type: none"> C Funds (ARRP) 	NA Variation	G1, G2, G3, S1, S3, S4, A1, R1, R2, F1	
<p>Nukumarū Station Road Extension <i>First variation to published Plan - 2015/16</i> A new 6km road extension from Nukumarū Station Road to Waiinu Beach Road, Waitotara, to provide resilient alternative access following severe flood damage to the Limeworks Bridge.</p>	STDC	<ul style="list-style-type: none"> Design & Construction N & L Funds Local Road Improvements AC 	NA Variation	I2, G1, G3, A1, R1, R2.	This new project was added to the RLTP in December 2016 as a result of flood damage to a lifeline bridge in June 2015 storms. Resource consent was granted in June 2018. The physical will be carried over to 2018/19 for completion.
<p><i>Second variation to published Plan - 2016/17</i> The addition of a new project to upgrade the rail level crossing at Nukumarū Station Road. Due to the proposed Nukumarū Station Road (with associated increased in traffic volume anticipated across the existing rail level crossing), Kiwirail has requested a Level Crossing Safety Impact Assessment (LCSIA) to be carried out.</p>	STDC	<ul style="list-style-type: none"> Design & Construction N & L Funds Local Road Improvements AC 	NA Variation	S1, S2, S3, S4	Work is delayed due to resource consent process. Work will be carried over to 2018/19 for completion.
<p>Rotokare Road/State Highway 3 Intersection Improvements <i>Variation to published Plan - 2016/17</i> The addition of a new project to improve the intersection of SH3 with Rotokare Road. This project is needed due to the forthcoming creation of a Regional Landfill adjacent to the area, and the commensurate increase in vehicle movements that will be involved.</p>	STDC	<ul style="list-style-type: none"> Construction July 2017 Local Road Improvements AC 	NA Variation	S1, S2, S3, S4	Project is practically completed and open to traffic for use. Maintenance liability is being sorted out.
<p>SH3 Awakino Gorge to Mt Messenger Corridor Improvements <i>Variation to published Plan - 2016/17</i> This variation proposes changes to phase, costs and timing of the SH3 Awakino Gorge to Mt Messenger Corridor Improvements project originally noted in the Plan. The purpose of the update is to more accurately reflect the proposed funding structure and will cover the further investigation, design and construction of a balanced programme of safety, resilience and journey improvements.</p>	NZTA	<ul style="list-style-type: none"> Easy wins improvements well underway. Second tranche of improvements about to be tendered 	NA Variation	S1, S3, S4, G1, G2, G3, R1, R2, F1	Second tranche improvements include larger works such as construction of passing lanes, improved sightlines, minor realignments and resilience works
<p>State Highway 3 Hawera to New Plymouth Corridor <i>Variation to published Plan - 2016/17</i> This variation proposes to add additional phase, costs and timing of the Hawera to New Plymouth (NRR55) project originally noted in the Plan, including new detailed business case and implementation phases. This project is focused around delivering Safety Improvements on SH3 between Hawera and New Plymouth and, on SH3A between Inglewood and the SH3/3A intersection between Airport Drive and Brixton.</p>	NZTA	<ul style="list-style-type: none"> DBC underway 	NA Variation	S1, S3, S4, R1	Stakeholder meetings and public consultation have been undertaken. The Safe Roads team are working through the feedback.
<p>Investigating surfacing of State Highway 43 <i>Variation to published Plan - 2017/18 (refer to Section 2.2)</i> A single phase business case assessment to determine the feasibility of investing in the sealing of the remaining 12km of unsealed State Highway 43 through the Tangarakau Gorge.</p>	NZTA	<ul style="list-style-type: none"> Requesting approval to go to detailed business case stage 	NA Variation	G1, G3	PGF funding received by NZTA for Single Stage Business Case, project team formed. 3 year heavy metalling programme as part of 2018/21 NZTA Annual Plan with 1st year commencing 2018/19 (in Spring 2018).
<p>Upgrade of rail level crossing within the New Plymouth District <i>Variation to published Plan - 2017/18 (refer to Section 2.2)</i> Addition of a new project to the Plan enabling KiwiRail to undertake level crossing improvements in the New Plymouth District during the 2017/18 year.</p>	NPDC	<ul style="list-style-type: none"> Front loading of Kiwirail Improvements 	NA Variation	A3, S3, S4, G2	Three pedestrian railway crossing points on the coastal walkway were upgraded to current standards and the electronic warning devices were installed in July 2018.

Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2017/18

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Investment management	Actual in 2015/16 (Year 1)	0	0	0	102,232	103,747	205,979
	Actual in 2016/17 (Year 2) ¹	0	0	0	129,643	0	129,643
	Actual in 2017/18 (Year 3)	0	0	0	155,084	0	155,084
	Anticipated 3-year expenditure ²	613,500	0	0	470,167	220,000	1,303,667
	NZTA approved 3-year allocation ³	0	0	0	386,900	303,400	690,300
	Actual spent during 3-year Programme	0	0	0	386,959	103,747	490,706
Percentage of approved allocation spent ⁴	0%	0%	0%	100%	34%	67%	
Road safety promotion	Actual in 2015/16 (Year 1)	-	-	205,243	-	0	205,243
	Actual in 2016/17 (Year 2) ¹	-	-	207,747	-	0	207,747
	Actual in 2017/18 (Year 3)	4,002 ⁵	-	260,504	-	0	300,532
	Anticipated 3-year expenditure ²	-	-	756,500	-	0	756,500
	NZTA approved 3-year allocation ³	-	-	756,500	-	0	756,500
	Actual spent during 3-year Programme	4,002	-	673,494	-	0	677,496
Percentage of approved allocation spent ⁴	-	-	89%	-	0%	89%	
Walking and cycling improvements	Actual in 2015/16 (Year 1)	342,390	-	0	-	606,700	949,090
	Actual in 2016/17 (Year 2) ¹	507,298	-	0	-	0	507,298
	Actual in 2017/18 (Year 3)	798,373	-	0	-	137,842	936,215
	Anticipated 3-year expenditure ²	1,605,000	-	550,000	-	744,489	2,899,489
	NZTA approved 3-year allocation ³	2,264,000	-	0	-	744,489	3,008,489
	Actual spent during 3-year Programme	1,648,061 ⁷	-	0	-	606,647	17,087,264
Percentage of approved allocation spent ⁴	72%	-	0%	-	81%	76.5%	
Public transport	Actual in 2015/16 (Year 1)	-	-	-	2,733,898	-	2,733,898
	Actual in 2016/17 (Year 2) ¹	-	-	-	2,880,378	-	2,880,378
	Actual in 2017/18 (Year 3)	-	-	-	3,384,201	-	3,384,201
	Anticipated 3-year expenditure ²	-	-	-	9,683,329	-	9,683,329
	NZTA approved 3-year allocation ³	-	-	-	10,293,600	-	10,293,600
	Actual spent during 3-year Programme	-	-	-	8,998,477	-	8,998,477
Percentage of approved allocation spent ⁴	-	-	-	87%	-	87%	
Local road maintenance ⁵	Actual in 2015/16 (Year 1)	10,747,191	3,995,756	10,611,464	-	-	25,354,411
	Actual in 2016/17 (Year 2) ¹	11,097,466	4,427,303	10,954,847	-	-	26,479,616
	Actual in 2017/18 (Year 3)	12,315,669	5,789,591	13,529,097	-	-	31,634,357
	Anticipated 3-year expenditure ²	36,314,589	19,370,219	35,160,306	-	-	90,845,114
	NZTA approved 3-year allocation ³	39,181,300	19,842,600	35,160,306	-	-	94,184,206
	Actual spent during 3-year Programme	34,160,326	19,528,523	35,095,408	-	-	88,784,257
Percentage of approved allocation spent ⁴	87%	98%	100%	-	-	95%	
Local road improvements ⁶	Actual in 2015/16 (Year 1)	1,008,816	505,220	1,331,376	-	-	2,845,412
	Actual in 2016/17 (Year 2) ¹	2,427,855	535,159	2,430,051	-	-	5,393,065
	Actual in 2017/18 (Year 3)	3,044,025	719,026	3,334,624	-	-	7,097,675
	Anticipated 3-year expenditure ²	3,858,000	1,514,970	4,392,009	-	-	9,764,979
	NZTA approved 3-year allocation ³	7,922,200	2,008,500	8,649,513	-	-	18,580,213
	Actual spent during 3-year Programme	6,480,696	1,759,405	7,096,051	-	-	15,336,152
Percentage of approved allocation spent ⁴	81%	88%	82%	-	-	83.6%	
State highway maintenance	Actual in 2015/16 (Year 1)	-	-	-	-	10,379,422	10,379,422
	Actual in 2016/17 (Year 2) ¹	-	-	-	-	12,049,752	12,049,752
	Actual in 2017/18 (Year 3)	-	-	-	-	15,236,452	15,236,452
	Anticipated 3-year expenditure ²	-	-	-	-	29,617,370	29,617,370
	NZTA approved 3-year allocation ³	-	-	-	-	42,356,000	42,356,000
	Actual spent during 3-year Programme	-	-	-	-	37,665,626	37,665,626
Percentage of approved allocation spent ⁴	-	-	-	-	88%	88%	
State highway improvements	Actual in 2015/16 (Year 1)	-	-	-	-	21,591,857	21,591,857
	Actual in 2016/17 (Year 2) ¹	-	-	-	-	14,168,298	14,168,298
	Actual in 2017/18 (Year 3)	-	-	-	-	22,883,347	22,883,347
	Anticipated 3-year expenditure ²	-	-	-	-	20,269,433	20,269,433
	NZTA approved 3-year allocation ³	-	-	-	-	60,257,283	60,257,283
	Actual spent during 3-year Programme	-	-	-	-	58,643,502	58,643,502
Percentage of approved allocation spent ⁴	-	-	-	-	97%	97%	
Regional improvements	Actual in 2015/16 (Year 1)	-	-	-	-	0	0
	Actual in 2016/17 (Year 2) ¹	-	-	-	-	187,336	187,336
	Actual in 2017/18 (Year 3)	-	-	-	-	0	0
	Anticipated 3-year expenditure ²	-	-	-	-	0	0
	NZTA approved 3-year allocation ³	-	-	-	-	7,820,800	7,820,800
	Actual spent during 3-year Programme	-	-	-	-	0	0
Percentage of approved allocation spent ⁴	-	-	-	-	2%	2%	
Totals	Actual in 2015/16 (Year 1)	12,098,397	4,500,976	12,148,083	2,836,130	32,681,726	64,265,312
	Actual in 2016/17 (Year 2)¹	14,032,619	4,962,462	13,592,645	3,010,021	26,405,386	62,003,133
	Actual in 2017/18 (Year 3)	16,162,069	6,508,617	17,124,225	3,539,285	38,257,641	81,591,837
	Anticipated 3-year expenditure²	42,391,089	15,569,316	40,858,815	10,153,496	50,851,292	159,824,008
	NZTA approved 3-year allocation³	49,367,500	16,535,227	44,566,319	10,680,500	111,481,972	237,947,391
	Actual spent during 3-year Programme	42,293,085	15,972,055	42,864,953	9,385,436	97,019,522	207,535,051
Percentage of approved allocation spent⁴	85%	73%	96%	87%	87%	85.6%	
Emergency Works	Actual in 2015/16 (Year One)	2,193,853	5,248,567	8,361,022	-	749,105	16,552,547
	Actual in 2016/17 (Year Two)	880,742	67,306	1,755,971	-	131,954	2,835,973
	Actual in 2017/18 (Year Three)	469,048	0	228,753	-	1,562,448	2,260,249

¹ Meaning: This is the actual expenditure in this activity class between 1 July 2017 and 30 June 2018, being the third year of the Plan (including both NLTF Share and Local Share).
² Meaning: Total Anticipated Expenditure for 2015-18 as requested via the *Regional Land Transport Plan for Taranaki 2015* in April 2015 (not including subsequent variation requests).
³ Meaning: Total Approved Expenditure 2015-18 as given in the *National Land Transport Programme 2015-18* in July 2015 and incorporating subsequent variation requests approved by NZTA up to 30 June 2018 (includes those activities listed in the NLTP as either 'committed', 'approved' or 'probable'). It also includes 'external funding' approved.
⁴ Meaning: This is the proportion of the approved three year expenditure that was spent by the end of Year 3.
⁵ Meaning: These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils, and include SuperGold concession approvals.
⁶ Meaning: These figures include those for include LED Streetlight improvements, minor improvements and level crossing upgrades.
⁷ Meaning: These figures include spend on promotion, as well as the Urban Cycleway Programme funding.
⁸ Meaning: These figures related to funding for ACC funded cycling education.

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Request to Vary the Regional Land
Transport Plan for Taranaki: Mid-term
Review 2018/19-2020/21**

Approved by: M J Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2081446

Purpose

The purpose of this item is to seek approval of a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*.

Executive Summary

A request has been received from the New Plymouth District Council to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* (RLTP or the Plan), by adding a new project to install automatic gates at the Weymouth St Pedestrian Railway Crossing.

Due to timing, a verbal update will be provided at the meeting on support for this request from the Regional Transport Advisory Group, as there was insufficient time to gain this prior to the Agenda being finalised.

This request is not significant enough to require going back out for public consultation.

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Request to Vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Plymouth District Council, to install automatic gates at the Weymouth St Pedestrian Railway Crossing
3. adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the New Zealand Transport Agency for consideration.

Background

The current *RLTP for Taranaki: Mid-term Review*, which covers the three-year period from July 2018 to June 2021, was adopted in June 2018.

Over the duration of the Plan, activities or projects can either be change, abandoned or added. Under section 18D of the *Land Transport Management Act 2003* (LTMA), a regional transport committee may prepare a variation to its RLTP during the six years to which it applies – either at the request of an approved organisation, the Transport Agency, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.

In accordance with the *RLTP for Taranaki: Mid-term Review's* Variation Policy any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The Variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to the NZ Transport Agency for consideration of inclusion within the National Land Transport Programme.

Installation of automatic gates at the Weymouth St Pedestrian Crossing

The New Plymouth District Council is seeking the inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review* - to install automatic gates at the Weymouth St Pedestrian Railway Crossing.

As noted in the attached Variation Request, the Railway Crossing Facilities for this site are currently not up to current standards. A recent fatality at this level crossing has led to a review of safety and compliance at this site. Limited site distances, poor approaches and a confined site suggest that a more controlled point is appropriate.

It has therefore been decided to install automatic gates at this uncontrolled pedestrian crossing of the MNPL Railway Line. The crossing also forms part of the New Plymouth Coastal Walkway, a shared use walking and cycling facility along the coast of NP's urban area.

The New Plymouth District Council has submitted the attached request to vary the RLTP to include the installation of automatic gates at the Weymouth St Pedestrian Railway Crossing, with aimed commencement of June 2019.

Significance of variation request in relation to need for public consultation

Members will recall that when developing the RLTP, the RTC adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require going back out for public consultation. Section 7.4 of the *RLTP for Taranaki: Mid-term Review 2018/19 – 20/21* (Significance policy in relation to Plan variations) is attached to this Memorandum for Members' reference.

This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken, most particularly on the following two points:

- This change does not affect the integrity or affordability of the RLTP; and

- This activity is likely to have the majority support of the Taranaki community.

Support of the Regional Transport Advisory Group

The Regional Transport Advisory Group (RTAG) for Taranaki was advised at its meeting of 8 August 2018 of the likelihood of this request being made. Information was not available at the time to formally consider the request, with it being advised that this would be undertaken via email once the appropriate request form had been lodged with the Taranaki Regional Council.

A verbal update will be provided to the Committee to advise if RTAG support for this request has indeed been confirmed, as is expected given the significant safety concerns relating to this Pedestrian Crossing over Rail.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2112913: NPDC's request to vary the *RLTP for Taranaki: Mid-term Review 2018/19 – 20/21* – Installation of automatic gates at the Weymouth St Pedestrian Crossing over Rail

Document 2113024: Section 7.4 of the *RLTP for Taranaki: Mid-term Review 2018/19 – 20/21* -
Significance Policy in relation to Plan variations

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21: Mid-term Review for 2018/19-20/21</i> (RLTP).
Requesting organisation:	New Plymouth District Council
Contact person/s:	Matt Richardson
Variation request:	Install Automatic Gates – Weymouth St Pedestrian Crossing over rail: New Plymouth District
<p>Background to variation request</p> <p>These are NZTA Frontloaded Level Crossing 2017/18 projects that were not submitted into Taranaki's <i>RLTP: Mid-term Review for 2018/19-20/21</i>. Bob Alkema from NZTA Head Office can provide more information on this funding allocation if required. These projects are 100% funded by NZTA.</p> <p>Railway Crossing Facilities for this site are not up to current standards. A recent fatality at this level crossing has led to a review of safety and compliance at this site. Limited site distance, poor approaches and a confined site suggest a more controlled point is appropriate.</p> <p>TIO Unique Identifier – Activity ID #129580.</p>	
<p>Details of variation request</p> <p>Project Details: Install Automatic gates at an uncontrolled pedestrian crossing of the MNPL Railway Line. The crossing forms part of the New Plymouth Coastal Walkway, a shared use walking and cycling facility along the coast of NP's urban area.</p> <p>Total Cost: \$530,000 – Includes consultation, property, design, capital implementation costs and operating costs for asset maintenance. Also includes NPDC staff time to administer and assist with design and project management.</p> <p>This project has a strong fit with safety and promotion of active modes by making the Coastal Walkway safe and attractive for users.</p>	
Location:	New Plymouth Coastal Walkway – Weymouth St
Scope and duration:	Details of work are as above. Expected to be completed by end of June 2019.
Estimated cost/s:	\$530,000
Funding source/s:	N Funds (100% subsidised)
Links to Objectives & Policies of RLTP: <small>Refer to Table 5 on page 48 of the Plan (update ref and link)</small>	This variation aims to improve the safety of this railway crossing for pedestrians, preventing death and serious injury. To a lesser extent it will reduce related closures to the railway. This activity will contribute most significantly to the following <i>RLTP: Mid-term Review 2018/19-20/21</i> policies: S3: Support the aims of Roadsafe Taranaki.

	<p>S4: Support the aims of Safer Journeys G2: Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports. A3: Ensure a range of travel options are available to the region's residents.</p>	
Impacts on RLTP:	<p>The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity / affordability of the plan. This is additional funding agreed by NZTA for funding pedestrian safety at KiwiRail crossing points.</p>	
<p>Relationship to the RLTP's Significance policy on variations: Refer to Section 7.4 on page 59 of Plan (update ref and link)</p>	<p>The proposed change of adding this rail level crossing upgrade project to the RLTP does require a variation process to be undertaken. The variation does not trigger the significance policy in terms of requiring that a new public consultation process is undertaken however, most specifically for being in the urgent interest of public safety.</p>	
<p>Process for consideration and approval of variation requests</p> <p>The current <i>RLTP: Mid-term Review for Taranaki</i> was approved in June 2018 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>		
<p>Timeframes for consideration of variation request</p> <p>The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.</p>		
Consideration by RTAG	27 August 2018 (via email)	<p><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></p>
Consideration by RTC	5 September 2018	
Consideration by TRC		
Forward to NZTA		
<p>Supporting attachments</p> <p>KiwiRail Local Roads Level Crossing Upgrade Program 2017 18.pdf Weymouth Ped Xing over Rail.PNG</p>		



KiwiRail Local Roads Upgrade Programme

Financial Year	Project	RCA	Location	Total Cost	TIO Status
2018/19	Install automatic gates	New Plymouth District Council	Weymouth St pedestrian Crossing MNPL 209.46 km	\$490,000.00	Requires input into TIO by 15 July 2018
2018/19	Level Crossing Safety Impact Assessment	Western BOP District Council	Collins Lane ECMT 116.83kmn	\$10,000.00	Requires input into TIO by 15 July 2018
Total 2018/19 Local Roads				\$500,000.00	
2019/20	Install half arm barriers	Western BOP District Council	Collins Lane ECMT 116.83kmn	\$240,000.00	Requires input into TIO by 15 July 2018
2019/20	Install half arm barriers	Selwyn District Council	McMillan St Midland Line 25.49km	\$240,000.00	Requires input into TIO by 15 July 2018
2019/20	Level Crossing Safety Impact Assessment	Auckland Transport	Hart Rd Mission Bush Branch 4.33km	\$10,000.00	Requires input into TIO by 15 July 2018
2019/20	Level Crossing Safety Impact Assessment	Invercargill City Council		\$10,000.00	Requires input into TIO by 15 July 2018
Total 19/20 Local Roads				\$500,000.00	
2020/21	Install half arm barriers	Timaru District Council	Arundel Belfield Rd MSL 138.11KM	\$240,000.00	Requires input into TIO by 15 July 2018
2020/21	Install half arm barriers	Invercargill City Council	Lake Street Bluff Line 4.46km	\$240,000.00	Requires input into TIO by 15 July 2018
2020/21	Level Crossing Safety Impact Assessment	Grey District Council	Lake Brunner Rd Midland Line 155.15km	\$10,000.00	Requires input into TIO by 15 July 2018
2020/21	Level Crossing Safety Impact Assessment	Christchurch City Council	Sawyers Arms Ped up/down MNL 6.1 km	\$10,000.00	Requires input into TIO by 15 July 2018
Total 20/21 Local Roads				\$500,000.00	

7.4 Significance policy in relation to Plan variations

Pursuant to section 106(2)(a) of the LTMA, the following procedures set out how the Committee determine the 'significance' of variations to the Plan. In essence, this outlines which variations that need to be made to the Plan are significant enough to require going back out for public consultation.

General determination of significance in relation to Plan variations

The Committee has the final say on what is considered significant in terms of proposed variations to the Plan.

In determining significance, the Committee must ask the following two questions:

1. Does the change require a variation to the Regional Land Transport Plan?
2. Is the variation to the Regional Land Transport Plan significant?

The **significance of variations to the Plan** will be determined on a case-by-case basis. However, when determining the significance of a variation to the Plan, consideration must be given to the extent to which the variation:

- Negatively impacts on the contribution of the Plan towards Connecting New Zealand objectives and/or Government Policy Statement targets.
- Impacts on the appropriate approved organisation's own significance policy.
- Materially changes the balance of strategic investment in a project or activity.
- Changes the scope of the project or activity to the extent that it would significantly alter the original objectives of the project or activity.
- Affects the integrity of the Plan, including its overall affordability.
- Is likely, in the opinion of the Committee, to have the majority support of the Taranaki community.

Consideration must also be given to whether the consultation costs are greater than the benefits.

Consultation procedure to follow

The following variations to the Plan are considered to be **not significant** for the purposes of consultation:

- Activities that are in the urgent interests of public safety
- New preventative maintenance and emergency reinstatement activities in accordance with the Transport Agency's Planning & Investment Knowledge Base.
- Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the *Land Transport Management Act 2003* and which the Committee considers complies with the provisions for funding approval in accordance with section 20 of that Act.
- A scope change that does not significantly alter the original objectives of the project (to be determined by the Committee)
- Addition of the Investigation Phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the *Land Transport Management Act 2003*.
- Minor variations to the timing, cash flow or total cost, of any activities.
- Replacement of a project within a group of generic projects by another project of the same type

The decision on whether or not a proposed variation is significant and the resultant variation to the Plan, will be decided by the Committee through reports to the Committee.

Where possible, any consultation required will be carried out with any other consultation undertaken by the Taranaki Regional Council, with the Annual Plan consultation (as an example) in order to minimise consultation costs.

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Recent government announcements

Approved by: M J Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2090676

Purpose

The purpose of this memorandum is to update Members on recent government publications finalised and announcements made with respect to land transport funding.

Executive summary

The following memorandum provides Members with an update on the:

- Ministry of Transport's *Government Policy Statement on Land Transport 2018/19-2027/28*
- NZ Transport Agency's *Investment Assessment Framework for the 2018/19 National Land Transport Programme*.
- NZ Transport Agency's announcement on Enhanced Financial Assistance Rates for transport projects
- Legislation that enables a Regional Fuel Tax to be implemented by regional councils.

Recommendations

That the Taranaki Regional Council:

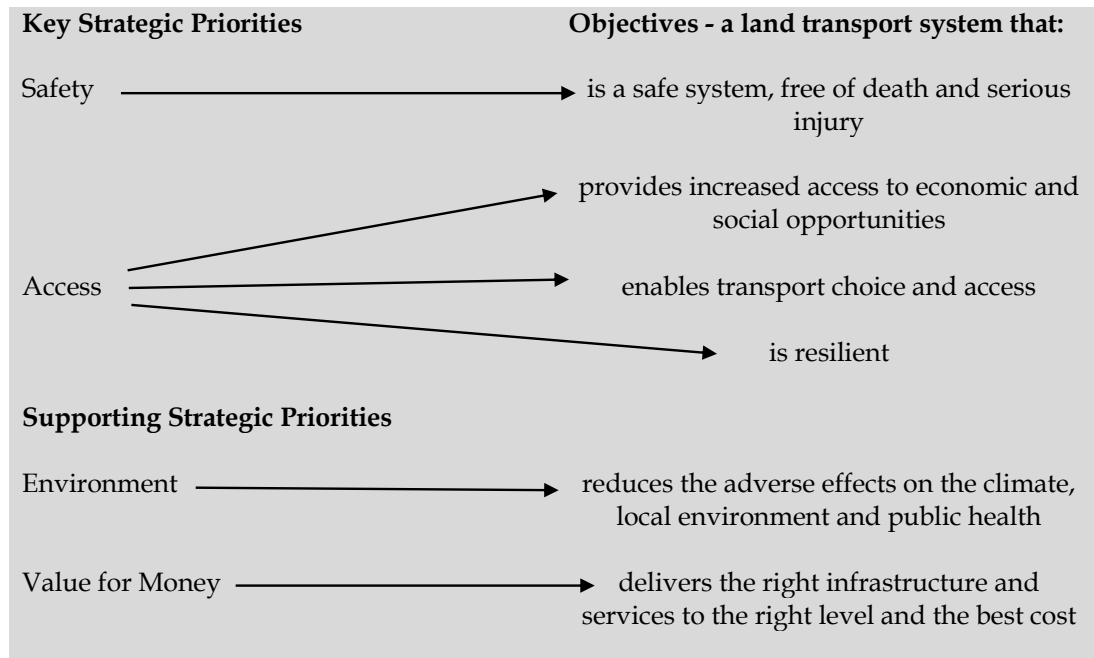
1. receives and notes the information presented on the Ministry of Transport's *Government Policy Statement on Land Transport 2018/19-2027/28*
2. receives and notes the information presented on the NZ Transport Agency's *Investment Assessment Framework for the 2018/19 National Land Transport Programme*
3. receives and notes the information presented on the NZ Transport Agency's announcement on Enhanced Financial Assistance Rates
4. receives and notes the information presented on the Ministry of Transport's new Regional Fuel Tax legislation.

Government Policy Statement on Land Transport 2018/19-27/28

On 28 June 2018 the Ministry of Transport released the final *Government Policy Statement on Land Transport 2018/19-2027/28* (GPS). The GPS can be found at:

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/>

As mentioned in previous agenda items on this topic the strategic direction of the GPS 2018 is as follows:



As noted above, safety and access are the two key strategic priorities for Government. This reflects the importance placed on addressing the level of death and serious injuries on our roads, and the desire to create more liveable cities and thriving regions. This approach is underpinned by two fundamental Government commitments: to address infrastructure in regions, towns and cities; and to invest in the best projects, regardless of transport mode.

The key themes in the GPS that are designed to influence how the results are delivered include:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovations into the design and delivery of land transport investment
- integrating land use and transport planning and delivery.

GPS 2018 will meet these commitments by increasing investment in regional roads, local roads, public transport, cycling and walking. GPS 2018 also incorporates new activity classes for rapid transit and Transitional rail.

The Government has also signalled in the final 2018 GPS that a second stage GPS will be required to realise the Government's direction for transport investment. This will consider other pieces of work currently underway such as the future of rail study, and the

development of a new national road safety strategy, and will reflect further action taken by the Government to improve the efficiency of the New Zealand vehicle fleet. It will also investigate enabling funding for coastal shipping.

What does GPS 2018 mean for the local government and regional council sector?

There are a number of important implications arising from GPS 2018 for the local government sector, particularly with respect to the priority and funding of transport activities:

- Increased safety focus - the Government's priority on addressing road safety will need a corresponding increase in commitment from local government. Speed management will have a stronger focus and will need to be resourced.
- Increase in public transport funding - the Government's priority on access provides opportunities for the regional council sector to improve public transport outcomes for their communities.
- New emphasis on rail - with the increased focus on public transport and reducing the reliance on single occupant vehicles, rail has an important role to play in this. As a first step, GPS 2018 is enabling some passenger rail projects to progress by including a new transitional rail activity class for funding key rail projects that cannot wait for a 2nd stage GPS.
- More money for funding walking and cycling - this will help to improve the Government's desire to see more liveable cities and urban areas for our communities. There is also new funding provision for footpath maintenance within the local road maintenance activity class (helping local government to improve outcomes for the transport disadvantaged).
- Opportunities for **regional development** - meaning there will be central government support for managing and responding to resilience risk on important regional roads, and improving transport connections to tourism industries. GPS 2018 supports investment in activities that are complementary to the Provincial Growth Fund and the Government's goals for tourism.
- Decrease in state highway improvements funding - there has been a funding decrease in the state highway improvements activity class in order to re-balance investment across the transport portfolio.
- Mode neutral approach - will require local government to consider the whole land transport system for a wide range of possible solutions, whether involving physical infrastructure or better use of transport data/new technology. Continued engagement in integrated land use and transport planning, reaching across sectors to deliver desired transport outcomes will also be required.

Investment Assessment Framework for the 2018-21 NLTP

The final *Investment Assessment Framework for the 2018-21 National Land Transport Programme* (IAF) was published on 28 June 2018. This Framework was developed by the NZ Transport Agency to reflect and give effect to the government's transport priorities as set in the GPS. It therefore sets out the criteria for assessing and prioritising projects/programmes for inclusion in regional land transport plans and the National Land Transport Programme (NLTP).

The IAF (with Q&As) can be found at:

<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/investment-assessment-framework-2018-21-nltp>

NZ Transport Agency's Enhanced Financial Assistance Rates

The NZ Transport Agency has approved a new targeted enhanced funding assistance rate (FAR) to assist councils in bringing forward new high and very high priority locally-led improvement activities for the 2018-21 NLTP.

As the GPS establishes new key priorities for safety and access, NZTA and Local Government New Zealand have been working together (through a joint Sector Reference Group) to explore how best to assist councils to take up the opportunities provided by the GPS. This work recognises there may be financial challenges for some councils to take up these opportunities therefore a new enhanced FAR will mean up to 50% more funding for locally delivered improvement activity classes provided projects meet the following requirements:

- projects must be high and very high priority projects assessed against the Transport Agency's IAF
- projects which are not high and very high priority will continue to be funded at normal FARs
- the new FAR is set halfway between a council's normal FAR rate and 100% for all locally delivered improvement activity classes
- a maximum enhanced FAR is set at 90% to ensure that councils continue to have a level of cost ownership and aim for value for money
- the new FAR will be conditional on councils redirecting funding that would otherwise have been spent on the project into other transport-related projects
- there is an understanding that councils which accept the new FAR will deliver the agreed project(s)
- the new FAR only applies for the 2018-21 NLTP period.

All projects, whether new or already submitted in an RLTP, which meet the eligibility criteria will automatically be eligible for an enhanced FAR. However, Councils may choose not to take up the new FAR if they are unable to identify any new eligible projects, or are unable to raise the required local share.

Regional Fuel Tax opportunities

On the 26 June 2018 the *Land Transport Management (Regional Fuel Tax) Amendment Act 2018* was enacted which provides a funding tool for regional councils to raise revenue to fund transport projects that would otherwise be delayed or not funded. The Regional Fuel Tax applies from 1 July 2018 within the Auckland region only.

A regional fuel tax applies to petrol and diesel and may be charged up to a maximum rate of 10 cents per litre (plus GST) for a maximum of 10 years. It is paid by fuel distributors when they deliver fuel to service stations and commercial users inside the region.

The NZ Transport Agency is responsible for implementing the legislation, including the collection of the tax from fuel companies, the payment of rebates for exempt use, monitoring and enforcement. More information on Regional Fuel Tax opportunities can be found at: <https://www.transport.govt.nz/land/regional-fuel-tax/>

Several questions and answers posed by this new funding opportunity are as follows:

What is the purpose of a regional fuel tax:	To provide additional funds to a region to pay for transport projects that would not otherwise be funded.
What can the revenue of a regional fuel tax be used for:	It can be used to fund transport projects proposed by a regional council and approved by joint Ministers (Finance and Transport) after public consultation.
Who will pay regional fuel tax:	It will be collected at the distribution level (i.e. when fuel is delivered to service stations or other bulk storage tanks. Liability for the tax will fall on fuel companies, not those who fill up at a fuel station.
What will happen to the price of fuel:	These are influenced by many factors and different fuel prices can be found reflecting different cost and competitive factors. The impact of a regional fuel tax is therefore likely to vary.
Can a regional fuel tax be implemented in regions other than Auckland:	The <i>Land Transport Management (Regional Fuel Tax) Amendment Act 2018</i> restricts a regional fuel tax to Auckland until at least 1 January 2021.
Will there be a maximum rate for regional fuel tax:	Yes - no more than 10c per litre. It is up to a regional council to propose a rate of regional fuel tax for its region up to the maximum rate.
How long will regional fuel tax apply for:	It will have a maximum initial duration of ten years. If a regional council wants to extend beyond ten years, it will need to consult with the public and obtain Ministers' approval.
Will regional fuel tax be subject to GST:	Fuel retailers charge GST on the total price of fuel. If fuel retailers increase their prices, then GST will apply to the new price of the fuel.
What does regional fuel tax apply to:	Regional fuel tax will apply to petrol and diesel. CNG and LPG are excluded as the vast majority of these fuels are used off-road.
Will there be a rebate system for other off-road users of fuel:	Yes - NZTA is responsible for collecting regional fuel tax and will provide an online system for rebates. The rebate will align with the refund entitlement for fuel excise duty (FED), except that regional fuel tax rebates will be available for petrol as well as diesel.
Is there a risk that people will drive	This is unlikely to be a significant issue at the household level as only a small proportion of household travel is between regions.

outside a region to purchase fuel to avoid the regional fuel tax:	The incentive may be greater for long-haul trucks that travel between regions regularly.
How equitable is a regional fuel tax:	Fuel consumption varies by vehicle fuel efficiency and fully electric vehicles use no petrol or diesel, therefore some people will inevitably pay more tax than others.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Release of the National Land Transport Programme 2018-2021

Approved by: M J Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2081418

Purpose

The purpose of this memorandum is to update Members on the release of the *National Land Transport Programme 2018/19-20/21* (NLTP), in particular to outline the funding allocations made to the Taranaki region and compare these with the region's funding requests.

Executive summary

It is anticipated that the *National Land Transport Programme* for the 2018/19–20/21 period will be released on 31 August 2018. As this date is after the development of the Agenda Report, all relevant information will be tabled at the Regional Transport Committee meeting.

Recommendation

That the Taranaki Regional Council:

1. receives the memorandum, *Release of the National Land Transport Programme 2018/19-2020/21*, and notes that associated documentation will be presented at the 5th September 2018 Regional Transport Committee meeting.

Background

As Members are aware, the *Regional Land Transport Programme for Taranaki 2015/16 – 2020/21: Mid-term Review* was submitted to the NZ Transport Agency by the due date of 30 June 2018. At the time of writing this Report the activities in the programme component of the *RLTP: Mid-term Review* were being 'nationally moderated' by the NZ Transport Agency for inclusion in the *National Land Transport Programme* (NLTP).

It is anticipated that the NLTP will be adopted on (and implemented effective from) 1 September 2018, with organisations then learning what central government co-funding they have been successful in securing for land transport activities.

Details of how Taranaki's *RLTP: Mid-term Review* is reflected in the NLTP will be provided to the Committee's 5 September 2018 meeting, including a comparison of funding sought in the Taranaki RLTP against funding approved in the NLTP.

Transport Agency Investment Proposal 2018-27

Members will also recall that a draft Transport Agency Investment Proposal (TAIP) was released for information at the end of April 2018. This is the NZTA proposed programme of activities to be funded over the next 10 years from the National Land Transport Fund to give effect to the new investment criteria set by the GPS. It includes proposals for state highways, rapid transit, transitional rail, nationally-delivered programmes and road policing. These projects were incorporated into Taranaki's revised *RLTP: Mid-term Review* to be included in the 2018-21 NLTP.

The TAIP also identifies where projects will need to be re-evaluated, looking at the whole transport corridor and considering what works could be undertaken to better manage safety and resilience outcomes. It is anticipated that a final TAIP document will also be finalised as part of the 2018-21 NLTP.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendation made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Release of the National Land Transport Programme 2018/21

Appendices/Attachment links - late item

<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/>

<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/regional-summaries/taranaki/>

<https://www.beehive.govt.nz/release/record-transport-investment-keep-taranaki-moving-and-save-lives>

<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/about-the-2018-21-nltp/nltp-by-the-numbers/>

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: NZ Transport Agency Report

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2081397

Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on Agency activities, including state highway projects of significance to the region.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the NZ Transport Agency dated 27 August 2018.

Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport committee, dated 27 August 2018.

Parekawhia McLean (Director Regional Relationships, Central North Island) will speak to this agenda item, supported by other NZ Transport Agency staff as appropriate.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2112874: NZTA Regional Report to RTC – September 2018

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

5 September 2018

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1. National Land Transport Programme: Enhanced FAR	2
2. Provincial Growth Fund	2
3. Taranaki Highway Projects	3

1. NATIONAL LAND TRANSPORT PROGRAMME: ENHANCED FAR

- The Transport Agency has introduced new targeted enhanced funding assistance rates (FARs) to reduce 'local share' requirements for activities which help give effect to GPS priorities.
- Enhanced FAR will only be applied to projects assessed through the Investment Assessment Framework (IAF) as having a high or very high priority – projects which are not high and very high priority will continue to be funded at normal FARs.
- Enhanced FAR is set halfway between a council's normal FAR rate and 100% FAR, for all locally delivered improvements. The maximum enhanced FAR is set at 90% to ensure that councils continue to have a level of cost ownership and aim for value for money.
- Enhanced FAR only applies for the 2018–21 National Land Transport Programme (NLTP), and there is an understanding that councils which accept the Enhanced FAR will deliver the agreed project(s).
- Enhanced FAR is conditional on the council redirecting funding that would otherwise have been spent on the project to bring forward additional transport-related activities.
- Councils can choose not to accept the new FAR. For example, a council may be unable to identify any new eligible project, or to raise local share to progress a project. In those instances, councils should contact their Transport Agency representative.
- All new and existing projects within Regional Land Transport Programmes (RLTP) will automatically be assessed through the IAF to determine whether they are eligible for an enhanced FAR.

2. PROVINCIAL GROWTH FUND

- The Provincial Growth Fund (PGF) is a \$3 billion package of investment in the regions over three years.
- The PGF priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach full potential, boost social inclusion and participation, build resilient communities, and help meet climate change targets.
- A transport project not approved for NLTP funding may be eligible for the PGF, provided it has been included in an RLTP. There is no guarantee any particular project will receive PGF funding.
- Broad eligibility criteria for the PGF were agreed by Cabinet in February 2018. The Transport Agency is working with the Ministry of Transport and the Provincial Development Unit to develop detailed assessment criteria for transport projects.

- The detailed criteria will reflect the broader aims of the PGF, which means they will be different from the criteria for the IAF.
- Applications for PGF funding will be assessed after the 2018–21 NLTP has been adopted.
- The Transport Agency will be responsible for assessing and providing advice to decision makers on the land transport outcomes of any PGF applications.
- MBIE and other government agencies as appropriate will assess and provide advice on the wider social, economic and environmental outcomes of PGF applications.

3. TARANAKI HIGHWAY PROJECTS

Area Wide Pavement Treatment and Resurfacing Programme

- The reseal programme including SCRIM has been completed with the exception of the Okato roundabout, which was deferred due the seal being at risk under heavy loading. This will be undertaken in the 2018/2019 season.
- Area Wide Treatments are all completed, with additional work completed on the Becks Helicopter site.
- Structural asphalt at Conway Street intersection is complete.

Awakino Gorge to Mount Messenger (SH3)

- Three projects aimed at improving safety, resilience and journey time reliability.
 - A bypass of the Awakino Tunnel – on track for construction to start October 2018, completion 2020. Ongoing discussions with the preferred tenderer for the Design and Construct contract.
 - A bypass of Mount Messenger – consenting process underway for preferred route. Construction planned to start late 2018, completion 2021, subject to consents.
 - Corridor-wide safety and resilience improvements continue (being delivered by the Safe Roads team) – design and property process underway. Construction planned for late 2018.

- The Resource Management Act application for the Mt Messenger Bypass was notified by New Plymouth District Council and Taranaki Regional Council in January 2018, submissions closed on 27 February 2018. There were approximately 1,170 submissions, with 20 in opposition. Hearings were during August 2018 in New Plymouth.
- www.nzta.govt.nz/a2mm

New Plymouth Boys' High (SH3)

- Structural asphalt is proposed for this 2018/2019 construction season. This will be assessed as part of the post winter assessment and Review and Prioritisation Team's (RAPT) tour.

Courtney Street (SH45)

- Asphalting work on Courtney Street is now complete.

Dawson Street (SH44)

- This section has exhibited premature failure and will need to be programmed for the 2019 construction season.
- A holding strategy has been implemented to take the site through winter.

Forgotten Highway (SH43)

- Options for sealing the unsealed section of State Highway 43 have been investigated. Relatively low traffic volumes did not make the seal extension project viable at this stage, however, improvement works will be advanced in order to support the signals around regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki.

- A Strategic Business Case has been completed for this work and is being reviewed by the Strategy Policy and Planning team. Once reviewed, a single phase business case will be put forward for funding.
- We are currently working up the scope with the view of tendering services to deliver a detailed business case late 2018. We will work with key stakeholders and agree the working relationships as we move forward.

Mangamahoe (Kent Road) Culvert (SH3)

- The culvert was damaged by heavy rain in August 2017.
- Options are being assessed to determine the optimum reinstatement that include a culvert extension and a bridge.
- Bridge consultants are currently undertaking confirmation of structural integrity and proposed methodology to ensure minimal impact.

Minor Improvements Programme 2018/2019

- Highlights for September – December 2018 include:
 - SH44 Pedestrian Links to City Walkway (Elliot to Liardet Street) – pedestrian surveys have narrowed down the crossing location and type. Affected stakeholders will be contacted once the location and design is confirmed.
 - SH45 Oakura Western End Pedestrian Facility – potential layout of a facility will be discussed with the New Plymouth District Council and other stakeholders once layout designs are completed.
 - SH3 Dudley Road – final design progressing. Physical works could begin as part of 2018–19 Minor Safety Programme or the Safe Roads: Hawera to New Plymouth project.
 - SH45 Belt Road to Belair Ave Cycling and Walking Improvements – design completed and working closely with New Plymouth District Council to complete the work.
- Additionally, two crash reduction studies in the region are underway to identify and programme works on SH3 Maxwell to Hawera and SH3 Waitara to the bottom of the Mt Messenger realignment. Issues identified will be remedied in subsequent minor improvement programmes. It is likely any ‘quick wins’ identified will be remedied this financial year if funding allows.

Moturoa Safety Improvements (SH44)

- The Transport Agency is working closely with New Plymouth District Council and key stakeholders on the preferred option for a half-roundabout at the intersection and the pedestrian crossing being signalised.
- The next step is to complete wider consultation.
- The number of improvements and cost has increased during the process so delivery may take longer than one year, with the improvements that have the biggest impact being completed first.

New Plymouth to Hawera (SH3)

- Public engagement held in June 2018. Following this, the Safe Roads team will then complete the long list and prepare the shortlist of options ready for the second workshop in August 2018. Detailed Business Case delivery is targeted for end of 2018.

Reinstatement works following June 2015 Severe Weather Event

- Reinstatement works on State Highway 43 sites continue to be progressed.
- Sites completed in 2017 have now had their second coat seal and have been returned to the regular maintenance routine.
- Strathmore Saddle Sites 1 and 2 – completed.
- Site 9A, Roto Road – completed.
- Site 11, Te Maire Under slip – Construction complete. Awaiting seal.
- Site 10, West Otunui Under slip – Design received and construction due to start in November 2018.
- Site 12, Omaka – Small project for widening/reform water tables to return to 2 lanes for completion 2018/2019.
- Manawapou on SH3 has developed some minor cracking issues within the pavement due to settlement of the site. Remedial sealing work has been programmed to repair this.

Vickers to Smart (SH3)

- Completed

Bell Block to Waitara (SH3 / SH3A)

- The detailed business cases are progressing through the approvals process.
- Once a preferred option is confirmed, neighbours and New Plymouth District Council will be advised before wider public announcements are made.
- Following the detailed design phase, we will move into the pre-implementation phase seeking land purchase and consents, before construction begins.
- In the meantime, we continue to work with New Plymouth District Council staff.

SH43 Hospital Hill Taumarunui

- Historic slump on hill that is being monitored.
- Further failures creating a one lane situation for safety purposes.
- Ongoing discussion with council to provide emergency access to hospital area.
- Funding request has been submitted for Geotechnical assessment and options report.

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Draft Taranaki Tracks and Trails 2040
Strategy update**

Approved by: M J Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2105382

Purpose

The purpose of this memorandum is to provide an opportunity for Sport Taranaki representatives to update Members on a *Draft Tracks and Trails 2040 Strategy*, and in particular a proposal for a future New Plymouth to Hawera cycle/walking trail.

Executive summary

A Cycle Trail proposal between New Plymouth and Hawera has been identified as a future option for consideration in a *Taranaki Tracks and Trails 2040 Strategy* that has been developed by Lincoln University DesignLab and the NZ Walking Access Commission, in partnership with Sport Taranaki. A Working Party has therefore been formed to progress this proposal.

A representative from Sport Taranaki will be presenting on this proposal.

Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the update provided by Sport Taranaki representatives on a future New Plymouth to Hawera cycle/walking trail outlined in a *Draft Tracks and Trails 2040 Strategy*.

Background

In November 2017 the New Zealand Walking Access Commission engaged with Lincoln University Landscape DesignLab to develop a strategic vision and direction for the tracks and trails network within the Taranaki Region. Consequently, a *Taranaki Tracks and Trails 2040 Strategy* has been developed in partnership with Sport Taranaki, which includes a Cycle Trail Proposal (Project 5) connecting New Plymouth to Hawera.

Project 5: Cycle Trail

This Cycle Trail proposal is a future walking/cycling linkage between New Plymouth and Hawera that focuses on utilising existing roading/rail corridors, as well as access opportunities along unformed legal roads. The key outcomes of this project have been identified as:

1. Opportunities to create regional scale value through using current unformed legal roads
2. Old and potentially soon to be retired rail links to be considered
3. A first route primarily along backcountry roads can be developed with feasibility studies undertaken to determine the optimal routes.

A Working Party has been formed to progress this proposal.

Sport Taranaki representatives will be providing more detail on this proposal for Members' information.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Public transport operational update for
the quarter and year ending 30 June
2018**

Approved by: M J Nield, Director - Corporate Services
BG Chamberlain, Chief Executive

Document: 2113432

Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services for the fourth quarter and financial year ending 30 June 2018.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the fourth quarter and financial year ending 30 June 2018.

Background

The Council is responsible for promoting an integrated, safe, responsive and sustainable land transport system within the region. This involves a range of activities, including provision of public transport services and the Total Mobility Scheme.

Citylink (New Plymouth, Bell Block, Waitara and Oakura) bus service

Patronage for the quarter was 171,145, an increase of 1.8% from the 168,064 recorded in the same period in 2016/2017. Total annual patronage was 591,142 up 1.7% compared to the 581,456 trips in 2016/2017.

Figure 1 shows the annual patronage between the two previous financial years and 2017/2018.

Figure 1: Citylink patronage comparison 2015/2016, 2016/2017 and 2017/2018

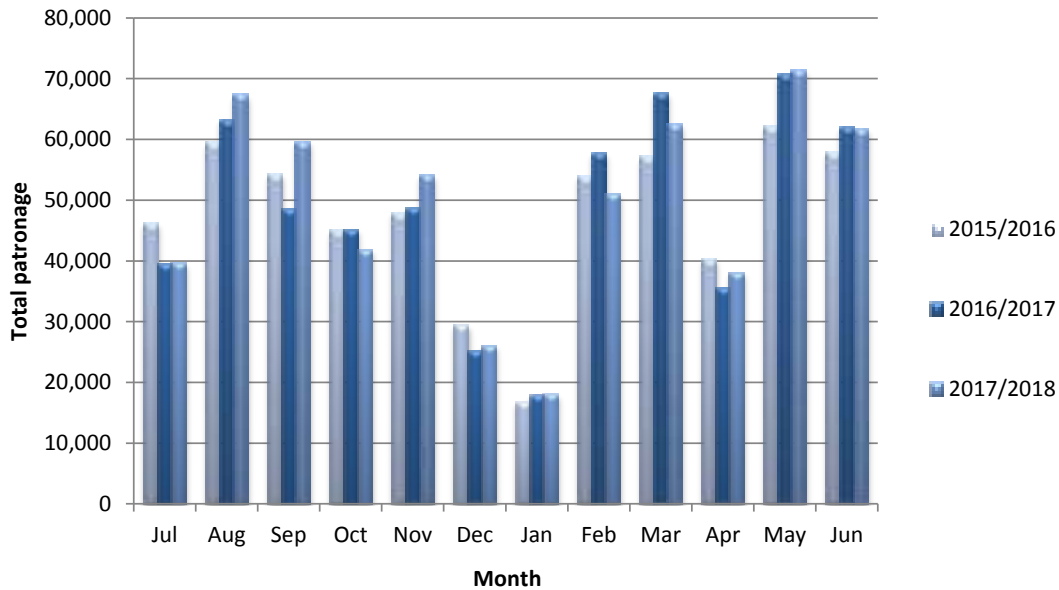


Table 1 shows the 2017/2018 Citylink patronage by fare category and the percentage change in each from 2016/2017.

Table 1: Citylink 2017/2018 patronage by fare category and percentage change from 2016/2017

Fare category	2017/2018	% change
Adult	33,715	-2%
Child/Student	330,669	1%
Seniors/SuperGold	56,709	2%
Tertiary	4,630	-5%
Beneficiary	53,762	-7%
Access	5,418	2%
WITT	23,809	-15%
Transfer	81,306	21%
Promotion	1,124	-15%
Total	591,142	1.7%

Table 2 shows the year to date trips per capita. The result shows that there has been a small increase in the total number of trips per capita.

Table 2: Citylink 2017/2018 YTD trips per capita

Period	Passenger trips	Trips per capita YTD
2017/2018	591,142	10.3
2016/2017	581,456	10.1

Trips per capita based on a population of 57,459 (2013 census) for areas serviced by Citylink.

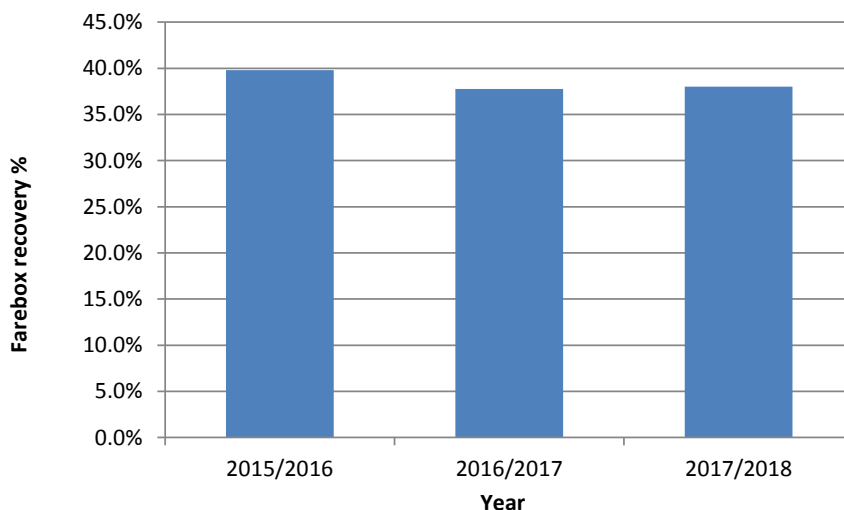
Analysis of the increase in patronage between the fourth quarter of 2016/2017 and 2017/2018 has found the following:

- Patronage showed a nominal increase in Waitara, equating to less than 1%, with the other areas also increasing Oakura (3%), New Plymouth (2%) and Bell Block (1%).
- Off-peak patronage was down 2% while peak patronage was up 3%.

Farebox recovery for the quarter was 41% compared to 42% achieved in the same quarter 2016/2017. Farebox recovery for the year was 38%, up from 37.8% in 2016/2017.

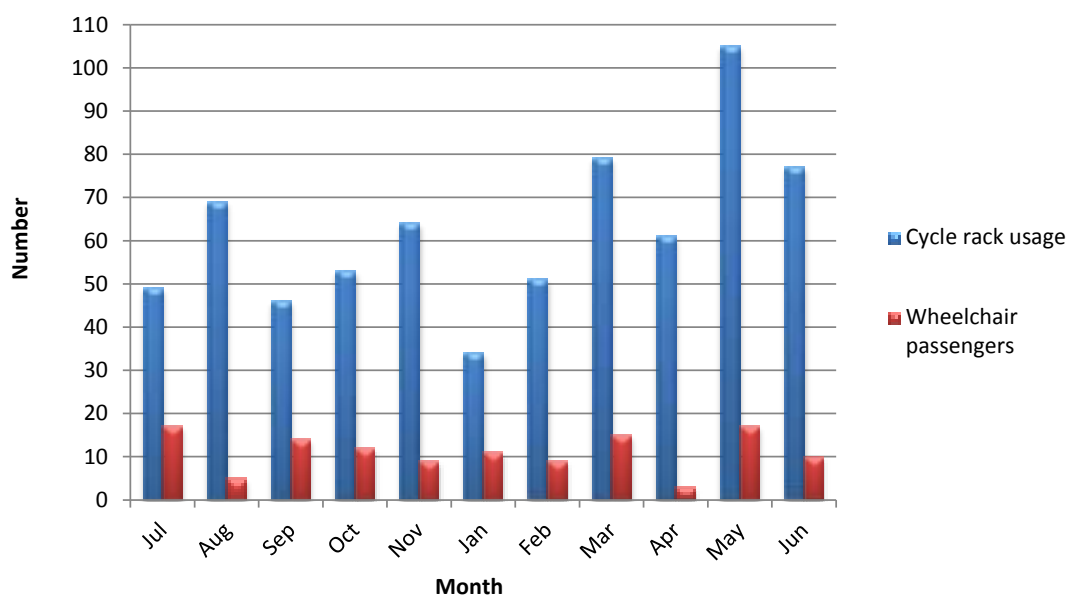
Figure 2 shows farebox recovery between 2015/2016, 2016/2017 and 2017/2018.

Figure 2: Citylink farebox recovery 2015/2016, 2016/2017 and 2017/2018



Bike rack usage decreased (5%) in the fourth quarter, with 243 uses recorded compared to 255 in 2016/2017. Wheelchair patronage was also down (17%) with 30 wheelchair passengers recorded, compared to 36 in the same quarter 2016/2017. For 2017/2018 both recorded decreases with cycle rack usage down 107 or 12% and wheelchair passengers down 68 or 34%. Usage for both is shown in Figure 3.

Figure 3: Citylink 2017/2018 cycle rack usage and wheelchair passengers



Southlink services

For ease of reporting the Southlink service’s YTD patronage data is shown in Table 3.

Table 3: Southlink passenger and financial performance as at 30 June 2018

Service	Passenger trips YTD	Farebox recovery rate YTD
Waverley-Patea-Hawera	1,223	31%
Opunake-Hawera (including Manaia-Hawera)	720	10.4%
Opunake-New Plymouth	898	14.9%

Waverley-Patea-Hawera patronage was 1,223, down 182 or (13%). Compared to last year Adult patronage was down 154 or (28%) and SuperGold Card patronage was down 33 or (4%). Farebox recovery was 31% compared to 43.8% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 720, down 307 trips or (30%). Compared to last year all fare categories were down. Adult patronage down 133 or (39%), SuperGold Card down 83 or (15%), Child down 19 or (59%) and Under 5’s down 72 or (68%). Farebox recovery was 10.4% compared to 14.2% last year.

Patronage for the Opunake-New Plymouth service was 898 up 46 or 5% compared to 2016/2017. Adult patronage was up 41 or 18%, and Child was up 74 or 154%. However, these were offset by a decrease in SuperGold Card of 70 or (12%). Farebox recovery was 14.9%, slightly down on 15.2% recorded for 2016/2017 due to the decrease in SuperGold Card revenue.

Connector (Hawera to New Plymouth) bus service

Patronage for the quarter was 7,683. This is down 496 or (6%) on the 8,179 passengers recorded in same quarter 2016/2017. However, total patronage for the year was 30,303 up 0.8% on the 30,071 in 2016/2017. Farebox recovery for the year was 60.6%, fractionally up on the 60% in 2016/2017. This figure includes both the District Health Board and Western Institute of Technology at Taranaki funding contributions.

Table 4: Connector patronage and financial performance as at 30 June 2018

Service	Passenger trips	Farebox recovery rate
Hawera to New Plymouth	30,303	60.6%

Figure 4 shows annual patronage between the two previous financial years and 2017/2018.

Figure 4: Connector patronage YTD 2015/2016, 2016/2017 and 2017/18

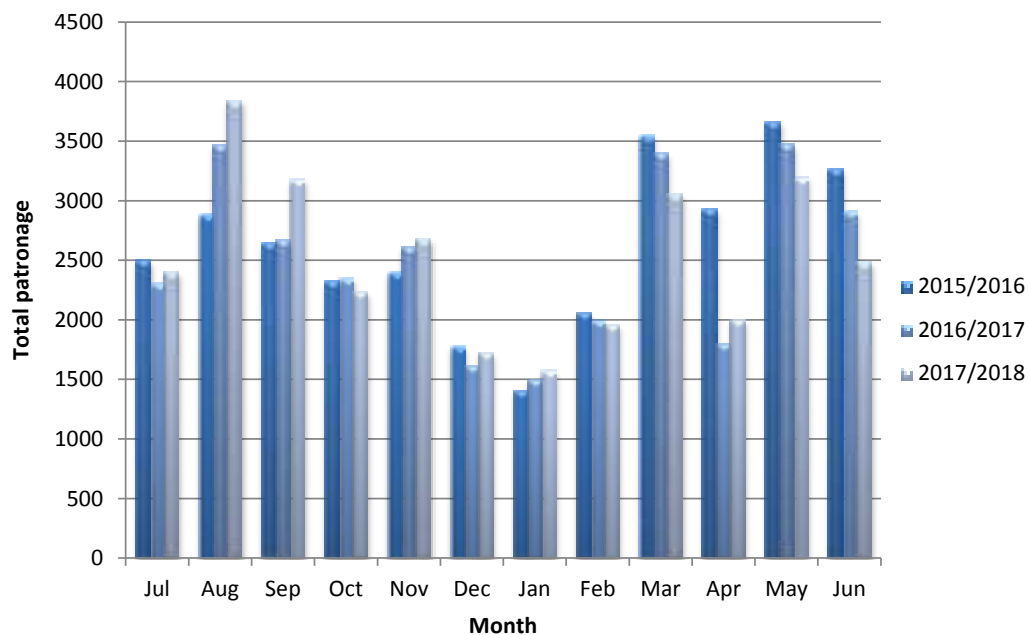


Table 5 shows the 2016/2017 Connector patronage YTD as at 30 June 2018 and the percentage change compared to 2016/2017.

Table 5: Percentage of Connector patronage as at 30 June 2018

Fare category	Total 2017/2018	% change from 2016/2017
ACCESS	213	-7%
Adult	3,767	36%
Beneficiary	2905	-9%
Child	515	-4%
Seniors	359	26%
SuperGold Card	2,874	21%
TDHB	3,669	1%
Tertiary	2,249	-10%
WITT	10,568	-4%
Training*	3,028	-12%
Promotion	156	-2%
Total	30,303	0.8%

*Training – school students undertaking vocational training at WITT or other training providers.

SuperGold Card Scheme

Table 6 shows the number of trips taken throughout the region by passengers using their SuperGold Card and the percentage of these trips compared to all trips made in the current year.

Table 6: SuperGold Card patronage by service as at 30 June 2018

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	51,704	10%
Waverley-Patea-Hawera	769	63%
Opunake-Hawera (incl. Manaia-Hawera)	468	64%
Opunake-New Plymouth	511	57%
Hawera-New Plymouth	2874	9%
Total	56,326	9%

SuperGold Card patronage equates to 9% of all public transport trips, across all services. Patronage was up 2% compared with patronage of 55,217 in 2016/2017.

Total Mobility Scheme

Table 7 shows the total number of TM passenger trips as at 30 June 2018 carried out by all approved providers.

Table 7: Total Mobility trips as at 30 June 2018

Service	Client trips	Clients
Total Mobility Scheme	44,098	1,547

Client trips are up 14.6% on the 38,477 trips in the same period 2016/2017. This is the first increase in trip numbers after eleven years of decreases year on year. Client numbers were up 126 on the 1,421 clients at year-end 2016/2017.

The reason for the increase is likely due to the implementation of the magnetic stripe photo ID cards as part of implementing the new TM database system (Ridewise). The cards which replaced the paper vouchers capture electronically (via the magnetic stripe and in-vehicle

terminal) all of the client and trip data. The number of vouchers and frequency of issue no longer place a level of restriction on the number of trips clients undertake. This was corroborated by results from the client satisfaction survey undertaken earlier this year, where 89 responses (20%) from 450 agreed that the number of trips undertaken had changed due to the swipe cards. Staff are actively monitoring client's usage and discussing with them where trip numbers have increased over previous use.

Ironside Vehicle Society Incorporated

Table 8 shows the total number of passenger trips as at 30 June 2018 carried out by Ironside, including the number of wheelchair trips. This is up less than 1% on the 6,850 trips in the same period 2016/2017.

Table 8: Ironside trips as at 30 June 2018

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	5,436	6,910

Of the 6,910 trips provided, 5,436 or 79% involved wheelchair users. This compares with the figures in 2016/2017, with trips involving wheelchair users 4,960 or 72% and total trips 6,850.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Agenda Memorandum

Date 5 September 2018



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Correspondence and information items

Approved by: M J Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2081400

Purpose

The purpose of this memorandum is to update Members on any correspondence and information items received since their last meeting.

Executive summary

The following memorandum provides information on one correspondence item:

- Waikato Regional Council's response to the Taranaki Regional Council's submission on their *Draft 2018 Update to the 2015 Waikato RLTP*.

Recommendation

That the Taranaki Regional Council:

1. receives and notes for information purposes the response received from Waikato Regional Council regarding the Taranaki Regional Council's submission on their *Draft 2018 Update to the 2015 Waikato RLTP*.

Taranaki Regional Council's submission on Draft 2018 Update to the 2015 Waikato RLTP

Members will recall that the Council made a submission to Waikato Regional Council's *Draft 2018 Update to the 2015 Waikato Regional Land Transport Plan* on 9 April 2018. Submission comments focused on issues pertaining to the inter-regional State Highway 3 roading corridor between New Plymouth and Hamilton, and in particular on the importance of this roading corridor as a Key Strategic Transport Corridor linking the two regions.

A copy of the Waikato's response to the Taranaki Regional Council's submission has been attached for Members' information and reference. The main points raised in this letter are as follows:

- The Waikato RLTP Hearings Committee acknowledged Taranaki Regional Council's concern that a number of resilience and safety activities for SH3 had no funding attached

to them (i.e. did not have funding assigned to them as the proposed funding fell out of the six-year view for the programme). However, changes to the regional programme of transport activities arising from the recently updated TAIP have now seen the removal of SH3 resilience activities as individually identified activities, which will now be delivered under the low cost/low risk programme of works.

- There is also a new SH3 Te Kuiti to New Plymouth safer corridor activity (\$24million) in TAIP which has been included in the Waikato RLTP.
- Waikato's Regional Transport Committee also resolved to continue to advocate for SH3 resilience projects – with an updated advocacy letter (attached for information) sent to NZTA included in Appendix 10 of the final Plan which requests the inclusion of activities in TAIP that have a specific focus on resilience of the SH3 corridor. This is on the basis of their importance to both the Waikato and Taranaki regions.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2108142: Waikato Regional Council's response to the Taranaki Regional Council's submission on their *Draft 2018 Update to the 2015 Waikato RLTP*.

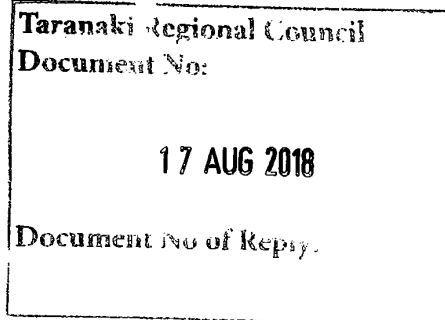
Document 2109294: Appendix 10 of Waikato's 2018 *Update to the 2015 Waikato RLTP*.

File No: 21 20 84E
Document No: 12909017
Enquiries to: Nigel King



13 August 2018

Mr Basil Chamberlain
Chief Executive
Taranaki Regional Council
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Dear Mr Chamberlain,

Response to submission on the draft 2018 update to the Waikato Regional Land Transport Plan 2015-2045

Thank you for taking time to make a submission on the draft 2018 Update to the Waikato Regional Land Transport Plan 2015-2045 (RLTP). The RLTP Hearings Committee deliberated on submissions to the draft plan on the 25 May 2018 and carefully worked through matters raised.

The Hearings Committee acknowledged Taranaki Regional Council's general support of the RLTP including the business case approach used to develop the plan, and the issues, priorities and transport objectives contained in the Plan. The Committee also noted Taranaki Regional Council's support for the specific activities and policies that are of mutual importance to both Taranaki and Waikato, with particular regard to the inter-regional State Highway 3 corridor.

The Waikato region maintains its commitment to progressing development along this corridor and recognises the importance of SH3 to the Taranaki and Waikato regions. The RLTP Hearings Committee supported the specific points raised in your submission regarding the importance of ensuring the corridor continues to function as a major arterial corridor and continues to deliver the social and economic benefits associated with this.

The RLTP Hearings Committee acknowledged Taranaki Regional Council's concern that a number of resilience and safety activities for SH3 had no funding attached to them. These activities did not have funding assigned to them in the draft RLTP as the proposed funding fell out of the six-year view for the programme. However, changes to the regional programme of transport activities arising from the recently updated Transport Agency Investment Proposal (TAIP) have now seen the removal of SH3 resilience activities as individually identified activities, which will now be delivered under the low cost/low risk programme of works. There is also a new SH3 Te Kūiti to New Plymouth safer corridor activity (\$24million) in TAIP which has been included in the Waikato RLTP. These amendments have been included in an updated Appendix 8.

The Regional Transport Committee has resolved to continue to advocate for SH3 resilience projects. An updated advocacy letter to the NZ Transport Agency in Appendix 10 of the final Plan requests the inclusion of activities in TAIP that have a specific focus on resilience of the SH3 corridor. This is on the basis of their importance to both the Waikato and Taranaki regions.

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The Regional Transport Committee endorsed the recommendations of the RLTP Hearings Committee on the 11 June and the Waikato Regional Council has now approved and adopted the final 2018 Updated to the 2015 RLTP on the 28 June 2018. The final plan can be viewed on Waikato Regional Council's website via the following web address: <https://www.waikatoregion.govt.nz/council/policy-and-plans/transport-policy/rltp/>.

Once again, we thank you for your supportive submission and appreciate the collaborative approach between our two organisations through the State Highway 3 Working Party to ensure policy alignment and mutual transport outcomes for our regions.

Yours faithfully



Mark Tamura
Manager, Integration & Infrastructure (SAS)

Appendix 10 - Letter from RTC to NZTA advocating for the inclusion of omitted transport activities

File No: 21 20 84B
Document No: 12570572



13 June 2018

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

Parekawhia McLean
Regional Relationship Director
New Zealand Transport Agency
PO Box 973
Waikato Mail Centre
HAMILTON 3240

waikatoregion.govt.nz
0800 800 407

Dear Parekawhia

Content of the NZ Transport Agency – Waikato Transport Agency Investment Proposal 2018-27

The Regional Transport Committee would like to thank the NZ Transport Agency for providing the recently released Transport Agency Investment Proposal (TAIP) containing the proposed programme of activities to be funded from the National Land Transport Fund (NLTF). In particular, we would like to thank the staff of the Waikato regional office, notably, Anuradha Fitzwalter, Barry Dowsett and Megan Kettle for taking the time to work with Waikato Regional Council staff to understand the Waikato components of the TAIP and the likely impacts of changes to the 2018 Waikato Regional Land Transport Plan (RLTP).

The Committee notes that through the TAIP, a number of additional activities with a safety focus have been introduced into the regional programme and the Committee would like to acknowledge support for these improvements. Following review of the overall investment proposal, the Hearings Committee for the Regional Land Transport Plan has assessed the programme and would seek amendments to the TAIP as it is currently proposed.

There has been strong support received from a number of submissions to the RLTP to either retain activities proposed in the draft RLTP, or preserve the priority proposed for regionally significant activities.

Three classes of activities have been identified for New Zealand Transport Agency's consideration:

1. Activities that are sought by the Waikato region to progress regional priorities but have been omitted from the investment proposal;
2. Activities that have been included in the TAIP but require enhancement of their profile to elevate the national priority of the activity in keeping with the region's views of significance, and;
3. Activities contained in the plan under the public transport activity class but seek transfer to the transitional rail activity class.

HE TAIAO MAUIRORA HEALTHY ENVIRONMENT
HE OHANGA PAKARI STRONG ECONOMY
HE HAPORI HIHIRI VIBRANT COMMUNITIES

Activities omitted from the TAIP and inclusion sought in the development of the National Land Transport Programme (NLTP) are outlined in the table below:

No.	Activity	Reason
1	SH1 Cambridge to Piarere Long Term Improvements - implementation	This project is the Number 1 priority of the Waikato RLTP and delivers strongly on national outcomes. The implementation phase, which was in the previous State Highway Investment Programme, is missing from TAIP. This activity has been strongly supported through submissions received to the draft plan. The RTC acknowledges the proposed re-evaluation of this activity in light of the new GPS but improvements to deal with demand, alongside safety, are important as this project supports the Upper North Island strategy of focussing inter-regional movements on the SH1 and 29 corridors rather than on SH2 and SH27. The RTC therefore strongly seeks inclusion of the implementation phase of this project.
2	Waikato Expressway (WEX) Benefits Realisation	This activity optimises the implementation of the region's highest priority activity. The RTC acknowledges that timing of this may be delayed due to the current Auckland-Hamilton Corridor work but the activity should be included as a placeholder to meet the same outcomes as mentioned above.
3	SH3 resilience activities	The RTC seeks inclusion of activities with a specific focus on resilience on the SH 3 corridor. These activities are strongly supported through policy contained in the RLTP and are of importance to both the Waikato and Taranaki regions.
4	High Productivity Motor Vehicle (HPMV) activities	A range of activities to support regional networks and extend the operating area of HPMVs appear to be absent. These activities have been strongly supported by submissions received from the freight and primary sectors and their inclusion on TAIP is sought.
5	Hamilton urban improvements	It is important to ensure that the Hamilton urban improvements are retained in TAIP to ensure ongoing viability of the Hamilton urban network.
6	SH25 Coromandel Long Term integrated improvements	The RTC supports retention of the longer term focus on the SH25 network and ensure that improvement projects undertaken in the 2018-21 period align with partner timelines. This activity is strongly supported through the resilience policies contained in the RLTP. This activity is also strongly supported by the Thames Coromandel community.
7	Collaborative Network Management Systems – Stage 1	This activity addresses management issues to enhance the level of service for users of the Hamilton network. This inclusion of this project in TAIP is strongly supported by regional approved organisations.

Doc # 12570572

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No.	Activity	Reason
8	Regional Speed Management activity on State Highways	The TAIP is currently missing activities to address speed management on state highway corridors across the region. These state highway activities are critical in ensuring that the Waikato region advances issues relating to speed management having been identified as one of the three regions to accelerate speed management for the country.
9	Auckland-Hamilton Corridor and North Waikato work.	The RTC seeks the inclusion of appropriate activities in TAIP to support the current Auckland-Hamilton corridor work and implementation of the North Waikato Integrated Growth Management Programme Business Case (i.e. Master Planning - development of a North Waikato Spatial Plan and a programme business case to look at transport connections.

Activities included in the TAIP and request sought for profile amendments are outlined below:

No.	Activity	Reason
1	Hamilton Southern Links activities including state highway improvement activities	The TAIP programme timing of this activity has been signalled to be retained as per the original investment proposal. It is noted though that the national priority of this activity is low compared with other activities. It is requested that NZTA reconsider the national priority of this activity in light of the high priority the region has given the Southern Links project and elevate the national priority of this activity. Hamilton Southern Links is an activity that is strongly supported by a range of submissions to the plan. Through the Housing Infrastructure Fund, Hamilton City has secured funding to develop the Peacocke housing area. Critical to the success of this investment are the complementary activities of the Southern Links state highway components. The RTC requests clarification on inclusion of implementation phases as shown in TIO but not in TAIP.
2	Priority of SH29 Corridor	This includes the Piarere to Te Poi and Te Poi to Kaimai Summit activities currently subject to re-evaluation in the TAIP. Whilst the national priorities for these activities are currently considered low, it is requested that the priorities of these activities be lifted to reflect the contribution these activities make to the operation of the inter-regional transport network in the upper north island.
3	SH1 South (Piarere to Tokoroa, Tokoroa to Taupo and Taupo to Waiouru	It is noted that there are now several improvements included in TAIP addressing the development of the SH1 corridor south of Piarere. It is requested that the activities are considered with equal priority on both lengths to address improvements along this corridor.

Doc # 12570572

3

Activities contained in the Public Transport activity class but need to be shifted to Transitional Rail

No.	Activity	Reason
1	Hamilton to Auckland Start Up Rail Service	Currently, advice received from NZTA indicates that the activity class to cater for this activity is in the Public Transport category. It is considered that this activity is best suited to the Transitional Rail activity class. It is requested that consideration is given by NZTA to the reallocation of the activity between activity classes.

The Regional Transport Committee recognises that a formal response from the Agency will not be available in time to affect the development of the Regional Land Transport Plan in advance of adoption by the Waikato Regional Council prior to submission of the RLTP by 30 June 2018. However, the Committee requests that any changes to the TAIP arising from consideration of these matters be reported back to a future meeting of the RTC. It is acknowledged that a number of the requested amendments contained in this letter may need to be handled by way of variation to the RLTP once it becomes operative.

Waikato Regional Council staff are most happy to assist with any further clarification of the requested changes sought by this proposal.

The Regional Transport Committee looks forward to receiving your response on these matters.

Yours sincerely

Cr Hugh Vercoe
 Chairman, Waikato Regional Transport Committee